

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 30.92

December 29, 1913, Temperature a.m. 56, p.m. 65
Humidity " 70, " 57

December 27, 1912, Temperature a.m. 66, p.m. 59
Humidity " 70, " 88

2679, 晚三初月二十年丑癸

MONDAY, DECEMBER 29, 1913.

一拜禮 號九廿月二十年亥癸

\$36 FEB ANNUM.
SINGLE COPY, 10 CENTS

TELEGRAMS.

THE JAPANESE FAMINE. TERRIBLE DISTRESS.

[Reuter's Service To The "Telegraph."]

London, Received December 29.
Reuter's correspondent at Tokyo states that the famine reported on the 23rd inst. is the worst since 1889.

The crops are not a thousandth part of their normal yield, and the fisheries have also failed.

Parents are selling their daughters, who are arriving in batches at Tokyo for shipment abroad or for entrance into the Yoshiwara. The Government is devoting \$800,000 sterling for relief.

THE LEEDS STRIKE.

HOPE AND DESPAIR.

London, Received December 27.
The Leeds Corporation declare that the strike is practically at an end. Hundreds of gasworkers and scavengers have returned to their duties.

London, Received December 28.
At a meeting of the Leeds strikers at midnight it was resolved to continue the struggle. It was declared that the gas workers who had signed on had now changed their minds.

London, Received December 29.
Leeds was again in partial darkness last night owing to the shortness of the gas supply and its poor quality.

FRENCH POLITICS.

A NEW MOVEMENT.

London, Received December 27.
Reuter's Paris correspondent states that at the invitation of MM. Briand and Millerand and others, 105 Republican Senators and Deputies met on Friday evening and decided to form a Federation, coalescing with the Moderate Republicans, with the object of carrying out an active propaganda on behalf of national defence and social reform.

M. Briand, in the course of a speech, announced his intention of instituting a campaign in the country.

SENTRY KILLED AT.

London, Received December 28.
Reuter's correspondent at Strassburg says a civilian fired two shots at a sentry at the Castle Barracks and escaped.

London, Received December 29.
Reuter's correspondent at Strassburg states that the affair was the result of a juvenile prank.

ALABANIA.

DECISION OF THE POWERS.

London, Received December 29.
Reuter's correspondent at Rome reports that the Triple Alliance have accepted Sir Edward Grey's proposal to postpone the Greek evacuation of the territories allotted to Albania till January 14.

BOXING.

ANOTHER FRENCH SUCCESS.

London, Received December 29.
The Frenchman Ledoux defeated the Welshman Billy Beynon, the latter giving up in the seventh round, in a contest for the Bantam-weight Championship of Europe at Cardiff.

TELEGRAMS.

MONTREAL'S FLIGHT. A WATER FAMINE.

[Reuter's Service To The "Telegraph."]

London, Received December 27.
Reuter's Montreal correspondent states that a water famine in the city, owing to an accident to the Municipal plant, is expected to last a week. The hospitals are buying tons of aerated water, and the poor are using melted snow. Bread has been imported from other cities.

HOSPITAL SUFFERING.
London, Received December 29.
Reuter's correspondent at Montreal states that there is much suffering in the hospitals owing to the water famine, which compels the shutting down of the heating appliances. Surgical operations have also had to be postponed.

Hundreds of people are idle owing to the closing of factories and there is great anxiety regarding the danger of fire.

BISLEY.

NEW PLANS RESENTED.

London, Received December 27.
The newspapers state that the War Office proposals to modify the Bisley programme in accordance with Service regulations is causing dissatisfaction.

The War Office may organise a Territorial meeting in opposition to Bisley if their proposals are not accepted.

WINTRY WEATHER.

SNOWSTORMS AT HOME.

London, Received December 28.
There have been snowstorms in Scotland, Wales, and the Midlands, and the weather has been very tempestuous on the coasts. Nevertheless, the East Coast herring fleet have made record catches, and people in the fishing towns are working day and night.

RARE STAMPS.

SOLD FOR £20,000.

London, Received December 28.
The British stamps in the collection of the late Earl of Crawford have been sold to an Englishman (a Mr. Sparrow) for £20,000.

TENNIS CHALLENGE.

London, Received December 27.
Mr. Jay Gould has challenged the tennis champion, Mr. G. F. Covey, and the match is arranged to take place in Philadelphia in March.

LONG BANK HOLIDAY.

London, Received December 28.
It is declared in Mexico City that the Bank Holiday decreed by President Huerta will be extended to 80 days.

M. VEDRINES' FLIGHT.

London, Received December 28.
Reuter's correspondent at Jerusalem says M. Vedrine, who is attempting a flight to Cairo, has arrived at Jaffa.

INDIAN TRAIN OUTRAGE.

London, Received December 28.
Reuter's Delhi correspondent says the search for the train robbers has been abandoned, and the troops have been withdrawn.

SPRINTING RECORD.

London, Received December 28.
At Cardiff the Australian sprinter Donaldson broke Hutcheson's record for the furlong by half a yard, in 21 1/2 seconds.

TELEGRAMS.

THE TEST MATCH. ENGLAND GOING STRONG.

[Reuter's Service To The "Telegraph."]

London, Received December 28.
Reuter's Johannesburg correspondent states that the Test Match was resumed in very fine weather.

England had knocked up the big total of 317 for 2 (Relf 63, Rhodes not out 143, Mead not out 73) when the day's play ceased.

FRENCH FINANCE.

MORE MONEY WANTED.

London, Received December 28.
Reuter's Paris correspondent says the Minister of War has informed the Finance Committee that owing to delay in the financial arrangements, the money voted for the building of barracks to accommodate the extra levies under the Three Years' Service Act had been already exhausted, and he has asked the Committee to authorise him to proceed with the construction and to allow other expenses connected with the Three Years' Service Act without waiting for the voting of further credits.

Government Policy Attacked.
London, Received December 29.
Reuter's Paris correspondent states that in the Senate, M. Ribot vehemently attacked the Government financial policy. He declared that the loan could not be delayed indefinitely, and reproached M. Caillaux for acting rather as a party leader than as a financier.

M. Caillaux, replying, explained the financial situation. He stated that there was a deficit of 794 million francs, while the Budget for 1915 would show a deficit of 450 millions, not including the Moroccan expenditure. Extraordinary military expenditure would exceed the estimate. The first estimate of 420 millions for the renewal of armaments had increased to 920 millions, and a new burden of 500 millions must be faced, of which the Income Tax would supply 100 millions francs, while for the remainder the favoured classes would have to make sacrifices.

OBITUARY.

GENERAL GRODEKOFF.

London, Received December 28.
The death is announced of General Grodekoff, formerly Governor of the Amur region and Commander of the Russian troops in the Far East. He was the hero of the famous ride to Herat in 1878.

Admiral Douglas.
London, Received December 28.
The death is announced of Admiral Sholto Douglas.

[The deceased entered the Royal Navy in 1847, served in China, then in the Baltic (Russian War) and returned to China where he served from 1857 to 1858. He also served in the West Coast of Africa 1860-64; slave trade blockade, and captured and liberated over 2,000 slaves.]

FRANCE AND JAPAN.

London, Received December 29.
The French Chamber has adopted the Bill authorising the construction of a new Embassy at Tokyo.

PRAYERS FOR IRELAND.

London, Received December 29.
The prayers sanctioned by the Bishop of London for the preservation of peace in Ireland were used in many London churches yesterday.

TELEGRAMS.

INDIAN CONGRESS. A WORTHY APPEAL.

[Reuter's Service To The "Telegraph."]

London, Received December 28.
The Indian Congress at Karachi has passed a resolution protesting against the treatment of Indians in South Africa.

Speakers vehemently claimed citizenship of the Empire. They had a strong belief in the political future of India with the harmonious working of the various communities.

The proposer of the resolution said that the Moghul Emperors saw a vision of a United India. They ought to realise this under the aegis of British rule. He appealed for the misunderstandings of the past to be forgotten.

The Congress also passed a resolution affirming that the India Council should be composed partly of nominated and partly of elected members—a total of nine, the elected members not to exceed one-third the total; also that the salary of the Secretary of State should be placed on the English estimates.

INDIAN VICEROYALTY.

UNFOUNDED RUMOURS.

London, Received December 28.
The Times says that rumours have been revived during the last few days that Lord Kitchener will shortly replace Lord Hardinge in the Viceroyalty of India, but the Cairo correspondent of the Times has "the best authority" for stating that the rumours are absolutely unfounded.

THE CHRISTMAS DISASTER.

A STARTLING SEQUEL.

London, Received December 29.
Reuter's correspondent at Calumet, U.S.A., states that Mr. Moyer, President of the Western Federation of Miners, who asserted that the opponents of the strike were responsible for the Christmas tree disaster, whereby 80 people, mostly women and children, lost their lives, has been deported from Michigan for ordering the miners' families not to accept the funds raised by the Citizens' Relief Committee.

Reuter's correspondent at Milwaukee says that Mr. Moyer when passing en route to Chicago declared that a score of men attacked him at Calumet, beat him on the head with a revolver, which went off wounding him in the neck, dragged him through the streets, and put him on board a train.

Reuter's correspondent at Chicago states that Mr. Moyer has been admitted to hospital suffering from a bullet wound in the shoulder.

LORD BURNHAM.

CELEBRATES 80th BIRTHDAY.

London, Received December 29.
All illuminated address bearing 253 signatures, representative of the Press of Great Britain and the Empire, was presented to Lord Burnham, principal proprietor of the Daily Telegraph, on the occasion of his eightieth birthday, at his residence, Hall Barn.

Lord Northcliffe, proprietor of the Daily Mail, read the Address.

FRENCH ARMY PAY.

London, Received December 29.
Reuter's Paris correspondent states that the Senate has unanimously agreed to the Bill increasing the pay of officers and non-commissioned officers in the Army.

TELEGRAMS.

THE RUSSIAN PROPOSAL. A DISSENTIENT NOTE.

[Ostasiatischer Lloyd Service.]

Berlin, Received December 24.
The Novos Vremya, discussing the proposed withdrawal of Russian troops, declares that it is necessary for them to remain for the protection of the Legation in Peking and the railway.

Germany's Resolve.
Berlin, Received December 25.
The German Government has complied with China's wishes regarding the withdrawal of foreign troops from Chihli. It is expected that the other governments concerned will give the proposal favourable consideration.—Der. Ost. Lloyd.

ST. PETERSBURG AFFAIRS.

Berlin, Received December 24.
The rumours regarding the resignation of M. Kokotzeff, the Russian Premier, are thought to be unfounded. The resignation of M. Delcasse, the French Ambassador to St. Petersburg, is not confirmed.

Regarding the German Military Mission to Turkey, M. Sassehoff the Russian Minister for Foreign Affairs, has requested M. Delcasse, the French Ambassador, to request the French collaboration with Russia before his departure for Paris.—Der. Ost. Lloyd.

THE INDIAN OUTRAGE.

Berlin, Received December 24.
The outrage on the Indian mail train between Calcutta and Peshawar is a sign of the growing lawlessness of the Pathan frontier tribes.

The band of robbers, one hundred strong, killed three officials and were then driven off by armed passengers. The object of the attack was cash, but it was frustrated because the money was received too late to be sent on by the train.—Der. Ost. Lloyd.

SALT ADMINISTRATION.

Peking, Received December 28.
A Presidential edict has been published re the Salt Gabelle and the sale of salt.

The country is to be divided into two large salt districts from which a revenue of \$250 per 100 catties is expected. The Northern district will start on 1st January next and the Southern district in 1915.—Der. Ost. Lloyd.

MONGOLIAN MISSION.

Berlin, Received December 25.
The Mongolian envoys to St. Petersburg have started for home. Russia has promised to assist Mongolia with a loan of three million roubles, but has declined to supply Mongolia with arms.—Der. Ost. Lloyd.

HONOURED BY AUSTRIA.

Berlin, Received December 25.
Dr. von Jagow, the German Minister of Foreign Affairs, has received the Grand Cross of the Prussian Crown. Herr Zimmermann, the Under Secretary of State at the Foreign Office, has received the Star of the Red Eagle with oak wreath and swords.—Der. Ost. Lloyd.

GERMAN NAVAL MOVEMENTS.

Berlin, Received December 28.
One fourth of the German high sea fleet is on the North Sea station, together with the first squadron and cruisers. The second and third squadrons are on the Baltic.—Der. Ost. Lloyd.

TELEGRAMS.

BRITAIN AND GERMANY. EXCHANGE OF VIEWS.

[Ostasiatischer Lloyd Service.]

Berlin, Received December 28.
The news circulating in the press of impending fresh Anglo-German negotiations regarding the colonies is incorrect.

There has been however an exchange of diplomatic views regarding Asia and Africa, which has resulted in draft proposals, the conclusion of which is indispensable.—Der. Ost. Lloyd.

ABYSSINIA.

ENGLISH HOPES.

Berlin, Received December 24.
The announcement of King Menelik's death is now thought to be authentic.

England expresses the hope that, under the policy of King Menelik's successor, Abyssinia will be able to secure peaceful development on independent lines which is indispensable to the British position on the Nile.—Der. Ost. Lloyd.

CHINESE RAILWAYS.

AN IMPORTANT LINE.

Berlin, Received December 24.
The Frankfurt Gazette points out the utility of the projected railway line from Kaumi to Itohaufu, Tsingtau and Shansi. Such a line will be of vital importance to Tsingtau, the development of which is in the interests of China.—Der. Ost. Lloyd.

ARMENIA.

PENDING REFORMS.

Berlin, Received December 28.
The German and Russian Ambassadors in Constantinople have conferred with the Grand Vizier regarding Armenian reforms, with favourable results. The Grand Vizier will now elaborate reform plans in conformance with German and Russian wishes.—Der. Ost. Lloyd.

P. E. FRIEDRICH.

IN COLLISION AT GENOA.

Berlin, Received December 28.
The N.D.L. a.s. Prinz Eitel Friedrich (on her homeward passage from Hongkong) collided at Genoa with the sailing ship Andreino. The latter was sunk but her crew were saved. The Prinz Eitel Friedrich proceeded on her voyage to Bremen.—Der. Ost. Lloyd.

NEW N.D.L. STEAMERS.

Berlin, Received December 25.
The Norddeutscher Lloyd has ordered three freight steamers, each of twelve thousand tons, for their Far Eastern service.—Der. Ost. Lloyd.

SUBMARINE INSPECTION.

Berlin, Received December 24.
An order emanating direct from Admiral Tirpitz institutes an independent inspection for submarines at Kiel.—Der. Ost. Lloyd.

A PRINCE'S RESIDENCE.

Berlin, Received December 24.
The Princely couple of Wied, whose castle was recently partially destroyed by fire, take up residence at Darazza next month.—Der. Ost. Lloyd.

MEXICAN BANK CLOSES.

Berlin, Received December 24.
The Banco de Londres in Mexico has closed its doors and looks for assistance.—Der. Ost. Lloyd.

NEWS FOR BUSY MEN.

TELEGRAMS. CONDENSED.

In the Test match England has scored 317 for 2 wickets.

The famine in Japan is the worst experienced since 1869.

The Leeds strikers held a meeting at which it was resolved to continue the struggle.

The French Government's financial policy has been severely attacked in the Senate.

Prayers for the preservation of peace in Ireland were used in many London churches yesterday.

When the Croatian Diet opened, a dispute as to the date of the next meeting caused the wildest scenes.

Snowstorms are being experienced in Scotland, Wales and the Midlands and tempestuous weather on the coasts.

The collection of British stamps belonging to the late Earl Crawford has been sold to Mr. W. S. Sparrow for the sum of £20,000.

A Montreal telegram says that a water famine, which was caused by an accident to the Municipal plant, is expected to last for a week.

The Powers have agreed to accept Sir Edward Grey's proposal to postpone Greek evacuation of territories allotted to Albania till January 14.

The newspapers state that the proposals of the War office to modify the Bisley programme in accordance with service regulations is causing dissatisfaction.

NEWS.

The booking for to-night's band concert is good, and a fine programme is promised.

The first part of a review of the year's happenings appears to-day in the form of an extra.

The points of the griffins and other ponies, for the coming races, are discussed in this issue.

General news appears on page 3 to-day and Log book on page 6.

DON'T FORGET.

TO-DAY.

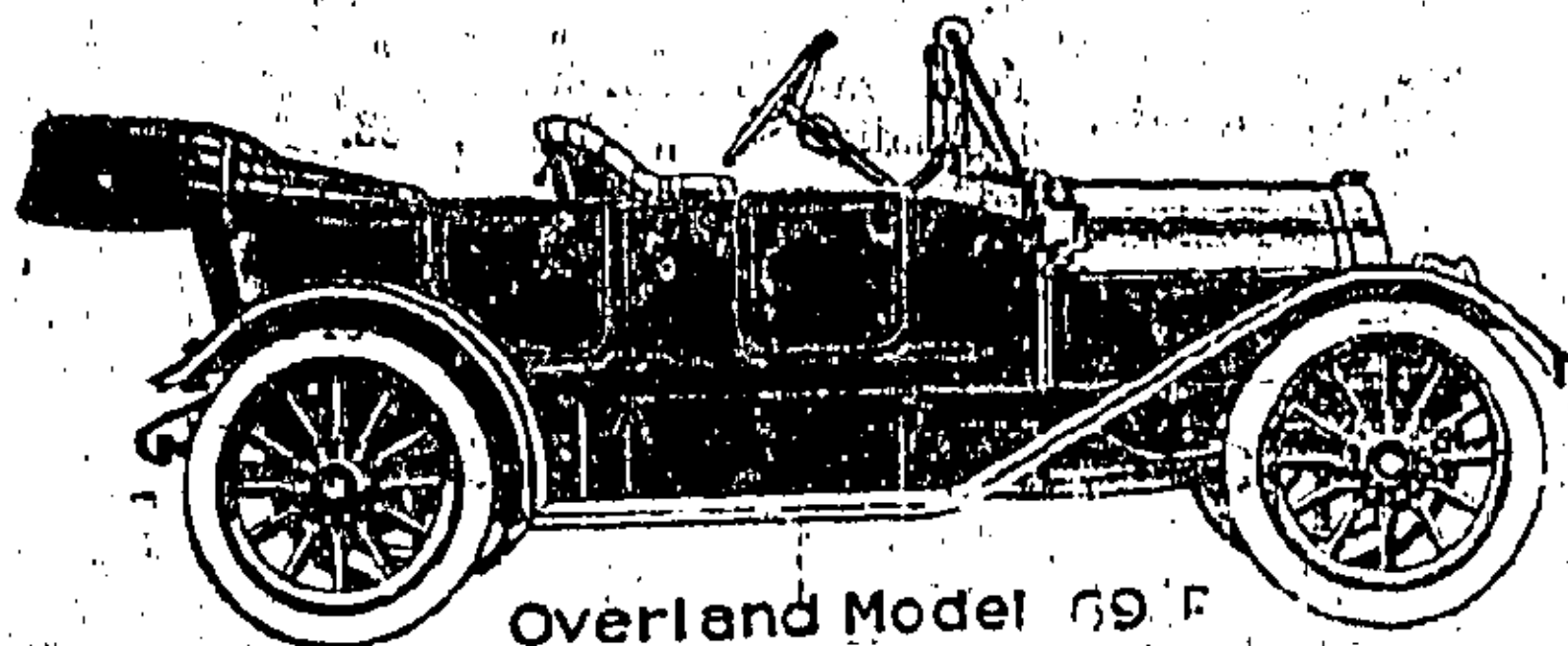
Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
Wednesday December 31.
Kowloon Dock Ball—9 p.m.
Friday, January 2.
Taikoo Club Ball—8.45 p.m.
Monday January 5.
Peak School Opens.
Tuesday, January 6.
G. Fenwick and Co. Ltd., in liquidation—General meeting of shareholders, No. 5, Queen's Road Central—noon.
Friday January 9.
Volunteers go into Camp.
Friday January 10.
Engineers Ball, City Hall, 9 p.m.
Saturday January 11.
Entries close for Hongkong Races.
Monday January 13.
Chinese New Year.

Notices

OVERLAND 1914 MODEL.



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TOYS & GAMES**
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TELEPHONE 1303.

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LADIES' GOLD WATCH BRACELETS

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A Fine Selection of RINGS, BROOCHES & PENDANTS
ENGLISH SILVERWARE
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CHIROPODISTS, MANICURISTS AND
LADIES' HAIR DRESSERS
HONGKONG HOTEL BUILDINGS.

ASTHMA

CAN Be Cured.

THEN why be half suffocated,
and sit up all night cough-
ing and gasping for breath when a
SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt
relief and ensure a good night's
rest? This, the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

Obtainable at Messrs. A. S.
WATSON & Co., Ltd. and all
Chemists and Patent Medicine
endore.

Price \$2.50 per bottle.

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

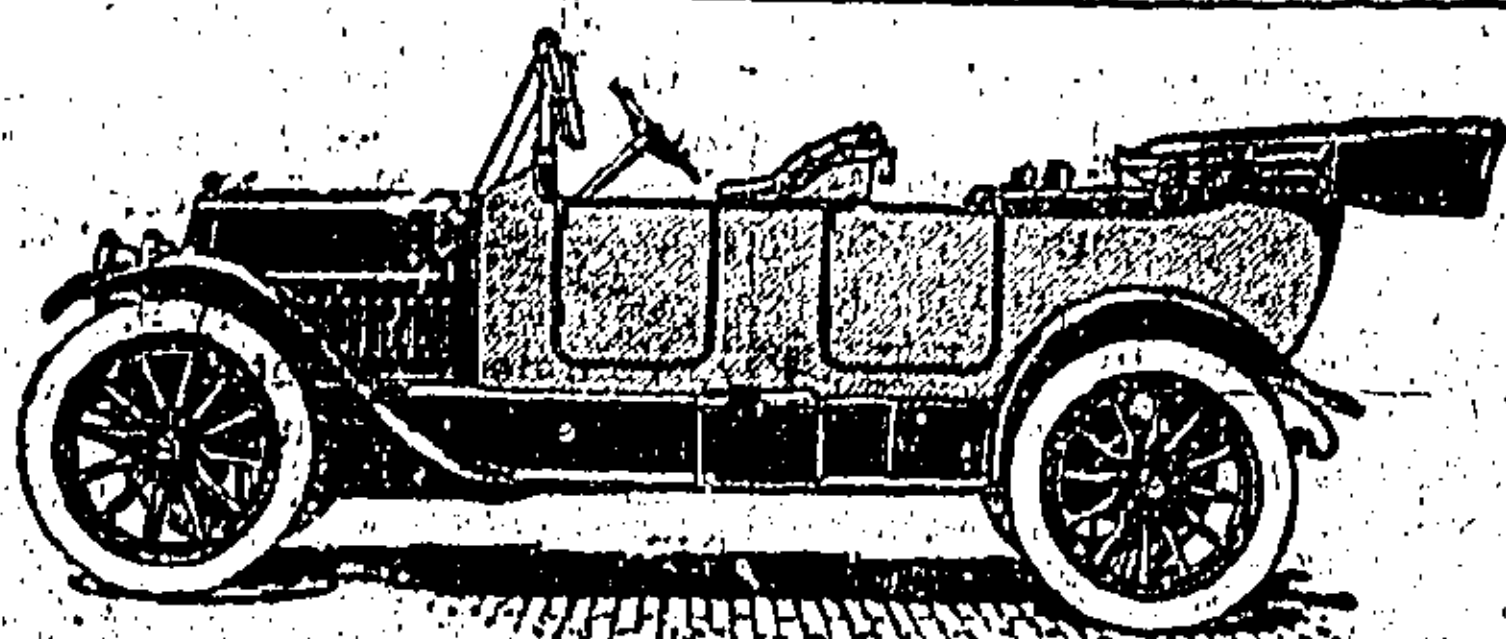
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In Bags of 250 lbs. net.
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General Managers.

SOLE AGENTS
NETSUI BUSSAN KAISHA.

Hongkong, 2, June 11th, 1913.

Hongkong, 16th August, 1901



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Sole Agents.

Notices

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MILK.**



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MILK STERILISED.

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ordinary Milk and can be used for any purpose for
which ordinary Cows' Milk is generally used.

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HIGH CLASS TAILORS & EXPERIENCED CUTTERS
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Hongkong, 20th April, 1914.

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Manager

GRAND HOTEL.

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One Minute's Walk from Ferry. Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
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Hotel Launch meets All Steamers.
R. H. NORTH, Manager. Tel. 373.

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High Class Accommodation for Families at Moderate Prices;
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Refined Home, Free from Household Annoyances, should inspect
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Luxuriously furnished Lounge, Drawing, Reading & Writing
Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

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BREAD, CAKES, PIES & PASTRIES.

Can be procured anywhere than at the

ALEXANDRA CAFE.

Try our Renowned GAME PIES.

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BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM
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LONDON.

HOTEL CRAIGIEBURN.**PLUNKET'S GAP**

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near the Tram Terminus

Tel. 56.

For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging
HONGKONG, 14th July, 1913.

Notices

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PASCAL'S MARSHMALLOWS,
TOFFEES, BON BONS &c.

VICTORIA DISPENSARY.

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200 GENTLEMEN'S READY TO WEAR
TWEED SUITS

SEASONABLE WEIGHTS, ENGLISH GOODS.
FIRST CLASS CUT AND FINISH.

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AND

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saries, Respectable Stores
Wholesale.



MELCHERS & Co.

CONTEMPORARIES

South China Morning Post

British Trade in China.
More might be done by the
authorities at home to remind
firms in the United Kingdom of the
existence of British Chambers of
Commerce abroad and there would
soon be less talk of the decadence
of British trade in foreign fields.
There are many points upon
which Chambers of Commerce
could protect the exporter ignor-
ant of the difficulties that have
to be faced in different locali-
ties. There are jealousies
and prejudices which interfere,
risks to be undertaken when
competition is keen and a hun-
dred and one other drawbacks to
trade in China which the already
prosperous British manufacturer,
content with his share of the
plums, does not care to tackle
without the certainty that the
business is secure, honourable and
profitable. Mr. Bennett we think
takes a rather gloomy view of
British trade in China but no
doubt much could be done that
is not done to keep it ahead of
the foreign trade invasion.

Daily Press.

The Administrative Conference.
The Administrative Conference
has now been inaugurated at
Peking, and the President has
been advised in a joint memorial
from all the Tutebs to send all
the members of Parliament still
remaining in Peking back to
their constituencies, at the public
expense, to await the reconvo-
cation of Parliament. How long
they may have to wait for this
cannot at the moment be predict-
ed. The present indications are
that before Parliament is again
convened the Constitution will
have been revised, making pro-
vision for a new legislative body
very much smaller than the one
which has recently been virtually
suppressed by the President's
Mandate cancelling the seats
of over three hundred mem-
bers on the ground that they
belonged to a seditious
organisation. The memorial of
the Tutebs deals mainly with the
necessity for a smaller legislative
body. They urge that with eight
hundred legislators there is cer-
tain to be "more talk than work."
They describe the Parliament as
too unwieldy. "During the seven
months Parliament was sitting, it
squandered several million dollars,
but did no legislative work—it
did not even attempt such piece-
meal legislation as characterised
the sessions of the former Nation-
al Council." The Parliament
has been "a curse to all."

China Mail.

China's Secret Societies.

It is also pointed out that
often distorted knowledge is
disseminated amongst the mem-
bers of certain Societies and that
what is held by the members as
truth, are not infrequently
decidedly dubious statements.
In this way much harm is done.
Men's minds are inflamed by
the contemplation of what they
regard as wrongs, whereas really
there is more of right than of
wrong in the question they are
denouncing, and against which
they wish to fight. Probably
behind it all there is the deter-
mination on the part of the
President to discourage and
perhaps to stamp out
the many political Soci-
eties which have grown up and
are flourishing, apparently being
of opinion that only harm and
unrest can follow the speeches
and writings of those who are
agitating for ideals inconsistent
with his present policy. It now
remains to be seen what President
Yuan will be able to accomplish.
He certainly has managed to carry
affairs through up to the present,
and there is no doubt that if he
can discredit and dissipate certain
secret Societies in China that
things will be easier for himself,
and, on the whole, better for the
people.

For a good solid meal a la
Carte or Table d'Hôte with
Wines & Liqueurs of the Best
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GENERAL NEWS.

One Husband of Three Sisters.

An interesting legal consideration in regard to children, arising under the Deceased Wife's Sister's Marriage Act of 1907 was heard at Manchester in the Pallatine Court of Chancery (Wallers v. Sharples). Three sisters were married in succession by one man. By the second sister there were children. Under the will of their aunt the sisters were entitled to income from certain shares, the income in the event of their death going to the children. The question arose whether the children of the second sister could inherit. The Vice-Chancellor held that although children by a deceased wife's sister were rendered legitimate by the Act of 1907 the second section of the Act provided that their legitimation should not exclude next of kin from property and therefore settled the case against the children in question.

Standard Pigs.

An organized effort is to be made to increase the "pig population," which has fallen to almost as low a pitch in England as can be remembered. A scheme is being drawn up for the Board of Agriculture by which it is hoped to restore the pig once more to the exalted position of "the gentleman that pays the rent." It is hoped to set up bacon factories in a great many districts, somewhat on the model of the Hitchin factory, established largely through the generosity and initiative of Lord Lucas. The practical farmers who are outlining a scheme to make these factories possible will recommend the production of what may be called a "standard porker." If a "good level pig" can be produced to type by farmers, the factory ought to pay well and the farmer get both good and quick returns. There is no doubt that the establishment of local factories—bacon factories, cheese factories, sugar factories, and what not—would be one of the greatest boons to British agriculture.

Fortune at 20.

Chapter one of the romance of Frank Wootton, the famous jockey, ends with his retirement from the saddle owing to excessive weight. It is romance when a jockey still in his teens can quit with a substantial fortune. Wootton was a born jockey. Horses absorbed his thoughts and energies almost from infancy. He could ride like a trooper when other "kids" of his age were struggling to spell out. Before he was ten he had ridden a winner. This was in South Africa, where boys are not licensed as jockeys until they reach fourteen. So Frank rose as a "gentleman rider," and as such was on seventeen winners before Wootton were brought him to England. Here the lad saw conquest, and waxed rich. Recently he has also waxed fat, which, though natural in one of his physique, is bad for a jockey, and it is increasing weight which drives him from the profession at an age when most jockeys can look forward to years of profitable work. John Osborne rode brilliantly after he was fifty. Wootton will be twenty in December. In eight years Wootton rode 882 winners, beginning with 16 and ending with 91. His largest total was 187 in 1911. He topped the jockey table four years in succession and twice had the best average, Maher claiming it on the other two occasions. Now, as a finale, their positions are reversed, Maher having the larger total and Wootton the higher average. Swynford in the St. Leger and Perola in the Oaks are Wootton's only classic winners—his record is strangely deficient in this respect. But he will die convinced that Shogun would have won the last Derby easily but for being "messed" out of it. This was the one great disappointment of his career and the demands of nature on a big frame make a tonement for it impossible. For winning the Grand Prix de Paris on M. Foule's Houl in 1912 Wootton got £2,000 and £100 for expenses. This was the largest sum he ever received in connection with one race. Those who know Frank think it is good odds on his remaining here as a trainer, and carrying on the Treadwell House stable, with Mr. Hulton still as its leading partner.

GOLF COURSES.

Interesting Comparisons Between American and British Links

Some of the golfing comments of Vardon and Ray, as they sailed for England may strike American readers as a bit ungracious, says the *New York Evening Post*. It is true that the two professionals had pleasant things to say of their stay here. They had only thanks for the hospitality shown them, and spoke in praise of our golfers, particularly of Evans and Ouimet. But when their expert opinion on certain points was squarely asked by the interviewers, both Vardon and Ray took for their motto, *vera pro gratis*. They did not think that American amateurs could hold their own with the English. They believed that the United States, in spite of its wonderful advances in golfing matters, is still a country backward in this sport as compared with England and Scotland. And they were of one mind in declaring that the great majority of American golf courses are far too easy. By this they meant, of course, that the hazards and the nature of the greens here do not sufficiently call for the highest golfing skill.

A fine American retort to this might be made, but it would only betray ignorance. Vardon and Ray might be asked why, if our links are so kindergarten, they did not make lower scores on them. If it is so dead easy to negotiate our courses, why did they let Evans beat them both at Chicago, and Ouimet lead them by five and seven strokes at Brookline? Moreover, Vardon and Ray made, on the average, as low scores over our confessedly more difficult links as they did when playing those they describe as childishly easy. How could that be? One can imagine the sneer with which newspaper paragraphers will put the question.

The point is worth examining. There has been, during the past year or two, a great stiffening up of American golf courses. This is, of itself, a tacit admission that they have been too easy, judged by the scientific rigors of the game. Yet a great many people have been but dimly aware of the real difference between an easy link—a real "gentleman's course"—and one trapped on correct principles. Such players have known that they could not do as well at, say, the National Links, or Piping Rock, as over their own familiar and facile grounds, but they often express wonder why the crack golfers who can make a low score even over Myopia are not able to do very much better over a notoriously easy link. They may cut their cards by two or three strokes, but that is all; and it is thought to be mysterious.

The fact is, obviously, that this is to lose sight of the true basis of comparison between hard and easy golf courses. A certain number of strokes are normally required to get over the easiest links ever known. That is, if there are 18 holes, and not more than three of them single-shot holes, it will be impossible for even the most skilful players to do, as a rule, much better than "even four." This simply means that merely to cover the actual distance, and without regard to unusually lucky approaches or long putts, the ball has to be hit an average of four strokes to each hole. Top-notch players often go lower than that, and do so the more readily on links presenting few difficulties; but even on these they cannot, in the nature of the case, go so much below their score on a hard course as the inconsiderate poor player thinks they should. What he is thinking of is his score, and the great difference between his best on an easy link and on a course where the handiwork of nature has been reinforced by the malignity of man. If the latter means ten or twelve strokes more for him, why should not the easy links mean ten or twelve less for the professional?

We have already explained why not. It is the duffer who furnishes the real test of comparison between easy and hard golf courses. Diabolically placed traps and tricky curves in the greens rarely exist for the professional; he plays as if they were not there. That is the reason why he cannot make a much lower score on links

where the hazards actually are not there. But for the poor player they mean dismay and destruction. He comfortably announces that he usually "goes round in the eighties." But this is on a course far from up to date, and probably in July or August, when the ground is baked so that a topped ball will run almost as far as one truly hit, and when any kind of sloppy shot will reach the green without getting into trouble. Transfer this complacent gentleman to a links like Garden City, formidable with a narrow fair-way and trapped so as to punish every bungled shot, and his mortification, or rage, will tell the real story of the difference between the hard and easy course. Many a *soi-disant* "eighty man" has essayed the National Links repeatedly, without being able to get under a hundred.

The greater severity of the English links is correctly assigned by Vardon and Ray as one of the reasons why they English standard of amateur play is higher than ours. There are other reasons, which will lean to the mind of every informed person. It is not merely a question of championships. With the exception of Walter Travis, our venturous amateurs have not fared well in England—though Schmidt gave the British a bad quarter-of-an-hour last year. The chances are obviously against any man who has to fight his way through a tournament against a high-class field. Hilton did it in 1911, but was early put out in the American championship last year. It is to be said, however, that the differences favouring the English are rapidly disappearing; and with the tendency now prevailing in this country to make golf links a sharper test of the fine points of the game, it may well be the Vardon and Ray, on their next visit, will find the conditions more nearly equalized.

U. S. MARINES.

Reduction of Philippines and China Brigade.

Orders were received in Manila on the 20th inst. at the headquarters of the first brigade, United States Marines, ordering the reduction of the brigade to approximately 150 men. This means that all the marines now in the islands will be removed with the exception of sufficient men to form a guard barely sufficient to take care of the property of the brigade.

This move takes away from Manila all the headquarters staff officers and most of the officers from the other stations, and will also effect the China station. The effect of the change, upon Cavite and Olongapo will, undoubtedly, be bad for merchants who will thus lose the main source of their business.

It is understood that three companies of marines will go to Honolulu and probably some to Guam and Panama.

Diamond in the Breakfast.

Inside a bloater she was preparing for breakfast Mrs. Burham, of the Alexandra Tavern, Norwich, saw a glittering object the size of a large pea. Persuaded that it was a gem she had it submitted to a jeweller's test, and it was pronounced a genuine diamond. The gem had apparently once been set in a ring.

Alman on a Roof. Mr. Briant Hunt, a pupil at the aerodrome at Eastbourne, met with two mishaps while flying recently. Leaving the aerodrome in a Bristol biplane during the afternoon he was flying above St. Anthony's avenue when his engine stopped. The machine fell from a height of about fifteen feet on to the attic. Mr. Hunt was unhurt and left the roof of a new house, dislodging some tiles and making a hole into the roof a ladder. The engine was not damaged, but the machine was practically wrecked. Earlier in the day Mr. Hunt fell from a height of fifteen feet in a Blériot machine but was not hurt.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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HARTING and ROGATE, on part of Kowloon Island Lot 1154. Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

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TO BE LET.—From 1st January, 1914, Nos. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road, Kowloon. Apply to PATELL & CO., 79, Wyndham Street, or A. Abdoolrahim, architect, 34, Queen's Road Central, Hongkong, 26th Nov., 1913. [1047]

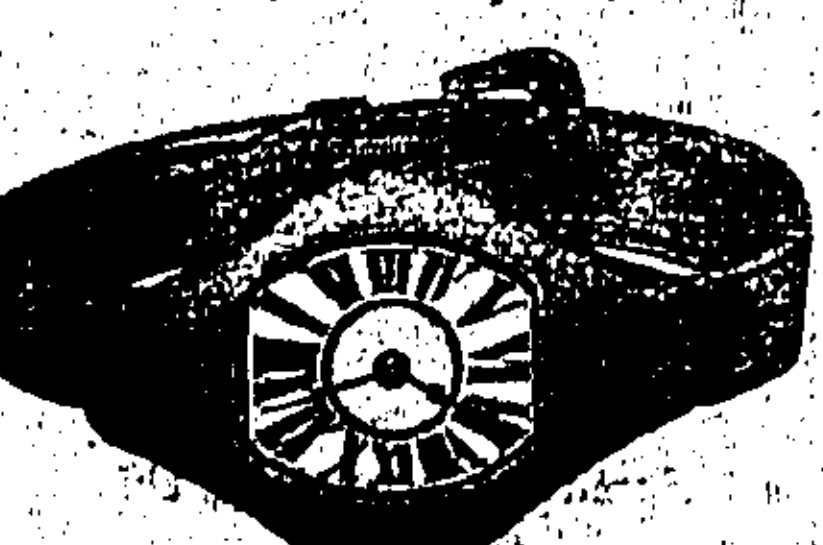
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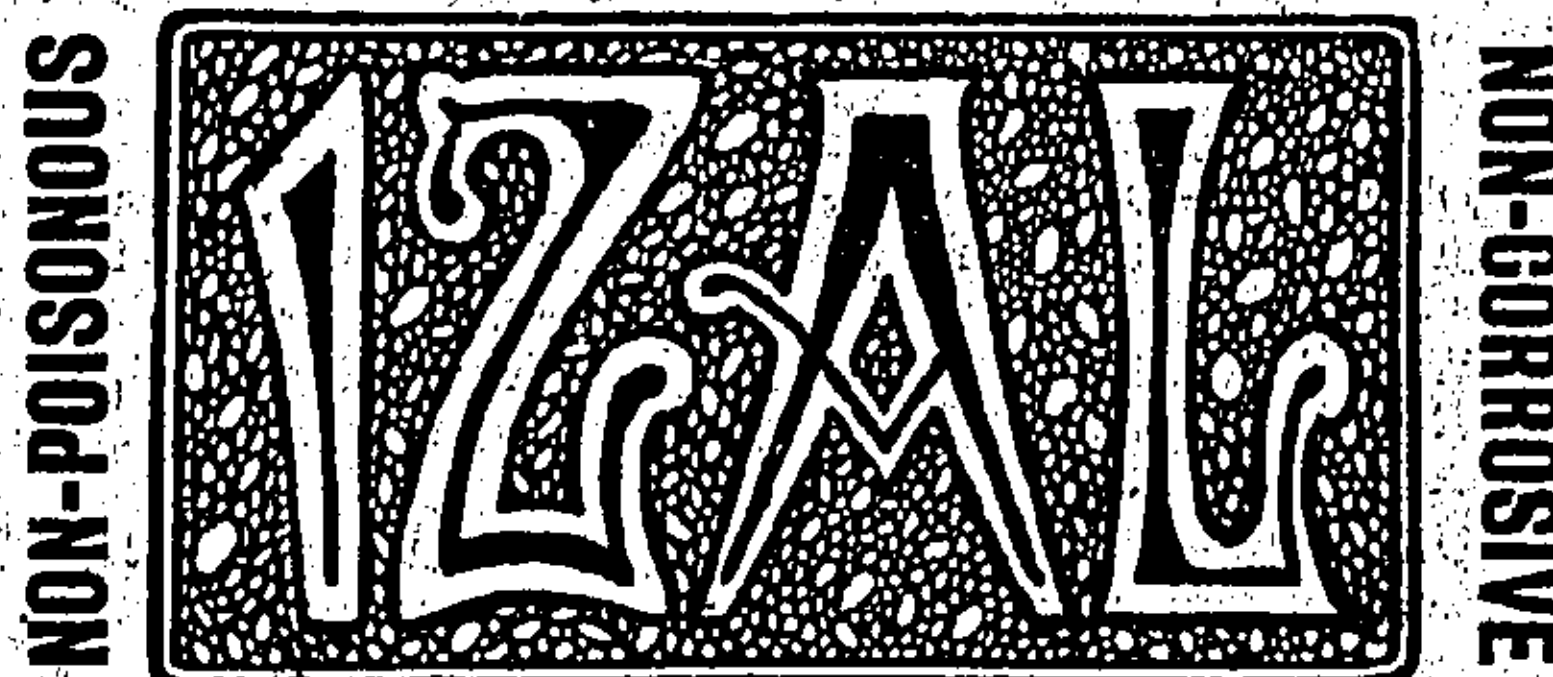
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The object of this paper is to publish & report in a fair, impartial, & accurate manner, to serve the truth
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The Hongkong Telegraph.

HONGKONG, MONDAY, DECEMBER 20, 1913.

BIRTHS.

CARPENTER.—At the Government Civil Hospital on 29th December, to Mr. & Mrs. E. W. Carpenter, a son.

HARRIS.—On December 20, 1913, at No. 37 Boone Road, Shanghai, to Mr. and Mrs. R. Harris, a daughter.

PETERSEN.—On December 20, 1913, at Copenhagen, to Mr. and Mrs. V. Petersen (Tientsin), a daughter.

SAYER.—On December 20, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. G. Burton Sayer, a daughter.

KLEIMAN.—On December 17, at Keppel Harbour, Singapore, the wife of J. B. Kleiman, of a son.

MACKIE.—On December 23, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. James Mackie, a son.

MARRIAGE.

HILL-WALKER.—On December 23, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, Philip Keith Hill, M.R.C.S., L.R.C.P., of Telan, Hupel, youngest son of J. K. Hill, Esq., J. R. Millfield, York, to Mary Winifred, younger daughter of Mr. and Mrs. Jno. Walker, Bryn Avon, Nottingham.

DEATHS.

DALTON.—On December 13, 1913 at Tientsin, Norah, only daughter of Mr. and Mrs. J. Dalton, Newchwang, aged fourteen years and eight months.

WARE.—On December 21, 1913, at 20 Kwenning Road, Shanghai, Rev. James Ware, F.R.S.A., of the Foreign Christian Missionary Society, aged 54 years.

DESKER.—On December 19, at his residence No. 22, Race Course Road, Singapore, Edward Henry Desker, aged 53 years.

THE USTER OUTLOOK.

Just at the moment there is a truce in party politics. For once in a way the platforms are deserted, and the spokesmen of all parties are silent. May be the temporary lull in the battle of politics will cause men to think. If it does nothing else than to encourage the spirit of consideration for the other's standpoint it will have accomplished much, for, once such an attitude is gained, the settlement of differences comes appreciably nearer. Settlements to be lasting and permanent can only spring from compromise, from give-and-take, and it is when a man or a party comes round to a willingness to seek the reasonable claims of the other side that the foundation of a compromise is laid.

It will be opportune, therefore, to reflect at this particular moment on the situation so far as it affects the burning question of the hour in British politics—Home Rule. No one who has followed the trend of recent developments on this issue will dispute the assertion that to-day the prospects of some satisfactory arrangement between the two parties of the State are brighter than they have been since the day when the contentious measure was introduced in Parliament. From a state of absolute and most bitter antagonism the leading men of either camp have veered round to perceive the great necessity of an adjustment of views. The talk of settlement forward has been made by the circumstance that Mr. Asquith and Mr. Bonar Law have communicated one with the other on the question by letter. Such a move is pregnant with possibilities, and it will be surprising if a round-table conference between the rival parties does not eventually take form.

However fierce the antagonism between statesmen has appeared to be on this Home Rule question, it is without doubt the fact that of late public opinion has been in a moderate and conciliatory mood. That point has to be kept in mind when the question of the advisability of a General Election is under consideration. In our view the Government cannot reasonably maintain that they have a "mandate" to carry forward the Home Rule Bill, and therefore, from that standpoint, the right and proper course would appear to be a submission of the question to the electorate. But with the apparent desire of the people for a compromise, so dearly loved by Britishers, it is as well to regard the conciliatory nature of public opinion as a moral asset which might very well be destroyed by a General Election. So it follows that a party conference is the supreme need of the moment. And it is much to be hoped that that end will be materially hastened by the present truce in political warfare.

A Year's Review.

Attached to this issue, in the form of an "extra" will be found the first part of a review of the year's happenings in Hongkong. This has been written and compiled in such a way that it is believed that readers will be placed in possession of a compact summary which they will find sufficiently useful to preserve. All the salient features of the year's doings will be found woven into a narrative which is not too short to be scrappy nor too long to be tiresome. The review will appear in two more extras, published to-morrow and Wednesday, so that, on the last day of the year our readers will have had presented to them a record of the year's doings brought fully up-to-date. As is remarked in the opening paragraph of the review, 1913 has not been a notable year for any outstanding event, but it is none less a year worth looking back upon, and we feel certain that Hongkong people will be glad of the opportunity of doing so without trouble to themselves.

A Sprinting Record.

Reuter reports that J. Donaldson, running at Cardiff, covered the furlong in 21.34 seconds. That is fine going and once again confirms the belief that Donaldson is the fastest sprinter living. He has been recognised as that ever since he defeated K.C. Walker, the one-time Olympic champion. But why does Reuter in his wire, specially single out Hutchens' record as being broken. Hutchens covered the furlong in 21.45 seconds in 1885, but that record has since been equalled at least twice. In 1887 C. G. Wood equalled Hutchens' record and only last year that great little runner, W. Applethorpe, did the same. Donaldson has now several records to his name. He did the hundred in 9.35 seconds in Australia, two years ago, and in one fifth of a second more last year at home. He is also credited with during 130 yards in 12 seconds Australia a couple of years ago, which is tremendous running, if the clocking was good.

Indian Hopes.

Though the Indian National Congress at Karachi has apparently been characterised by vehement declarations on the Natal question, there is at least one satisfactory element about the speeches. That is, the unanimity of the delegates to press for full citizenship of the British Empire. One of the speakers urged that the Moghul Emperors' vision of a United India ought to be realised under the aegis of British rule, and he struck a hopeful note when he applied that the misunderstandings of the past should be forgotten. We generally look for extreme nationalist movements among subject races, but there is nothing in the comments we have quoted to which the most ardent Imperialist could dissent. And we hope they foreshadow the day when all classes in India will work together for the common good of the Empire and the country.

Latest in Wireless.

These are days when wonderful strides are being made in the perfection of wireless telegraphy. It is now quite a common experience for travellers on the sea to communicate with their friends ashore by this method. The latest development is for people making long railway journeys to be supplied with the day's news by wireless. Last month while a train was travelling at the rate of sixty miles an hour on the Lankawanna (U.S.A.) Railway news bulletins received in this way were issued for the benefit of passengers. A Soranton newspaper sent 250 words from the Lankawanna wireless station, the despatches dealing with the battle in Mexico, the Mexican situation generally, and a threatened general electric strike in Schematody.

Remanded.

Mr. Walker, of Messrs Deacon, Looker, Deacon and Harston, at the Police Court, this morning, asked for a remand in a case of alleged gambling in which a party of Chinese was concerned. The request was granted.

DAY BY DAY.

BE CHEERFUL, GIVE THIS LONE-SOME WORLD A SMILE. WE STAY AT LONGEST BUT A LITTLE WHILE. HASTEN WE MUST, OR WE SHALL LOSE THE CHANCE. TO GIVE THE GENTLE WORD, THE KINDLY GLANCE. BE SWEET AND TENDER—THAT IS HIS DOING. WHAT NO OTHER GOOD DEED COULD.

The Mails.
Siberian Mail.—Left per s.s. Kanchow at midnight on Saturday.
Siberian Mail.—Due per s.s. Franz Ferdinand to-morrow.
French Mail.—Due per s.s. Danube to-morrow.
French Mail.—Close per s.s. Polynesian at 11 a.m. to-morrow.
American Mail.—Close per s.s. China at 11 a.m. to-morrow.
Siberian Mail.—Due per s.s. Danube at 5 p.m. to-morrow.
Mr. J. W. Doring arrived from home on Saturday and went on duty in the Police Force this morning.

To Consignees.

Consignees of cargo by the s.s. Merionethshire are reminded that goods remaining undelivered after to-morrow will be subject to rent.

"Fit and Well."

Mr. Knoll, the well-known and popular local jockey, was in the saddle yesterday afternoon, and, to use a sporting term, "he looked fit and well."

General Broadwood.

Lieutenant-General Broadwood, C.B., who was in the command of the troops in South China three years ago, has been placed on retired pay.

Suez Cargo.

The cargo of raw silk shipped on board the Atlantic which left this port on November 4, was delivered at New York on the December 22—43 days only.

Foki Clears Off.

A jeweller at 204, Queen's Road Central, has reported to the police that he trusted a foki with gold value \$55, to be made into earrings. The man has cleared out of the Colony with the gold.

Burglary Reported.

A burglary occurred at 158, Des Voeux Road, between midnight and 6 a.m. to-day, it being reported that someone forced the trap door upon the roof and stole \$11 worth of clothing and a watch and chain value \$41.

Wouldn't Wash.

"Oh, your papers are no good, you will produce them by the million," said Mr. Hazeland, at the Police Court, this morning, to a Chinese charged with being in unlawful possession of a small quantity of opium and who produced an opium farmer's certificate which was not relative to the opium in his possession.

Latest Advertisements.

Consignees' notices concerning the s.s. Danube, this respect, Page 5.
A notification is issued regarding the Russian Volunteer Fleet, as: Kourak, due here on January 8.—Page 5.

The ninth annual children's sports are to be held on the Kowloon C.C. Ground on New Year's Day.—Page 5.

EXTRADITION CASE.

Further Proceedings this Afternoon.

The case in which proceedings for extradition are being taken against Chang San-nam, was continued this afternoon at the Police Court before Mr. J. R. Wood.

Sir Francis Pigott said, that as his Worship was against him on his submission that there was no case against him, he would in view of further proceedings that might be taken, ask his Worship to answer questions which he would put to him.

His Worship—I don't intend to answer them.
Sir Francis, however, put a series of questions amounting to five in all, in the course of which Mr. Potter submitted that it was absolutely improper in the legal sense to put questions to his Worship.

His Worship.—The right position for me is not to answer your questions until you have completed your case.

His Worship intimated that he had acted the record, to that effect.

LIGHTHOUSE LIFE.

Bidding the Sailor Beware in China.

(SPECIAL ARTICLE.)

From Amoy to Dodd Island where is a lighthouse is a thirty mile journey and the most luxurious means of reaching the lighthouse there is by junk. In favourable weather it is a journey; in inopportune weather it is beyond description. From the hold comes the stench of reeking fish; from the smoking, foot-cooking, a mixture of miasmas that by comparison makes the fever breeding ghettos of Constantinople a "cadian." The shades of night begin to fall and the rays of the eighty-five kilometre burner sweep across the water, dancing out the warning that "danger be near."

At last, alongside. You climb to the house and your own tongue you are welcomed, a comrade from a new world, a messenger with news from lands beyond the sun. A visit from prince or pauper stirs with equal greatness the lethargy of the men who tend the light. A hen with chicks, scurries away seeking her youngling family into safety. A visitor, to her, like the fox, irreconcilable with the surroundings; even men have become fixtures. A ragged looking terrier of doubtful parentage grows savagely at the intruder and closes his teeth partly because he sees you welcomed by his master.

There are three Europeans on the island and each take a three hours watch from sun set to sunrise, a Chinese doing a fourth. But no Chinese dare touch the light. Should there be a sudden burst of flame from the blinding burner, he rings a bell for European assistance, switching off light being a matter too serious for one who takes not even death seriously.

The quarters are clean and wholesome, the food passable since for the most part it is tinned. When not on watch the only recreation is a hand at cards, fishing or, when calm, an occasional drenching in the sea. There is nothing there, but where even prayer is a charm, anything is welcomed as a break in the practically changeless round. One time of reading as one tires of feeding; or playing with a monkey on a dog. Yet what more is there to do? The lighthouse man is allowed but twenty eight days leave in a year. For twenty eight days he has the opportunity of coming into contact with something of civilisation. In that period he has the opportunity of seeing fresh faces, shaking hands with fellow creatures beyond those of his two mates; in that period he is reminded that the world is comprised of more acres than Dodd Island, and populated by more white men.

For this sequestration he is paid the magnificent sum of seventy taels of month, with quarters but must provide his own food. By dint of hard work and a close study of the mechanism of the light, he can reach the princely wage of one hundred and fifty taels a month. True, at the end of ten years he is allowed twelve months leave with a year's pay and first class passage to any part of the world. But is it worth it? For ten long years, loneliness, but dreamless sleep, no worries, but others have left for the numerous fortune-hunting grounds of the world, brothers and sisters become but a memory. We are continually reminded of the self-sacrificing missionaries who go out to save souls and renounce the world and its pleasures to that end; but who ever pleads for the men who sacrifice home and its comforts, the pleasure of friends, deny themselves the opportunities of acquiring wealth and the comforts of a pure home, in order to save lives? With well lined stomachs we lean over the rail of an ocean liner and admire the twinkling gleam of the mariner's guiding star. We make more or less wild conjectures as to the distance it is away, of what particular danger it makes this man on the bridge apprehensive; but when do we think of the poor fellow who labours through a fiery like existence of a decade of weary years to bid us "take care?"

HONGKONG JOCKEY CLUB.

Griffins and Other Ponies Discussed.

The racing this season is likely to prove about the most interesting in the annals of the Jockey Club, if indications are true. To commence with, the policy of the Club of raising the stakes, in many of the races is a matter for congratulation in that the prizes now offered are the best in the East. The introduction of the tier class, too, adds new races to the programme, tends to bring forward a slightly different class of pony, and initiates two new races on the Off Day, viz:—The Tiam Handicap and the Hongkong Handicap, the prizes in both instances being \$750, \$250, and \$125.

Concerning the Ponies.

Sir Paul Chater has a long string of animals to bear his colours in the annual meeting, including Trefl, and Flock, and Royal Rose. The first two are strangers to Hongkong though much seems to be expected of them. Royal Rose, on the other hand, is a regular evergreen, with the Derby to his credit. Indeed this must be a wonderful pony, for he raced as far back as 1910 and won premier honours in 1911. These ponies were out on Saturday and, if appearances are anything to go by, they should show up well when the test comes.

Of the new class of ponies brought for two hundred taels or less, two seem to have the best looking ones, although the fine long-striding animal of Mr. N. J. Stabb must not be lost sight of. While speaking of Ewo we must not forget that they have several nice griffins and one big grey and one blinkered grey which appear to be moving quite well.

What Mr. Ellis Kadoorie has up his sleeve this year remains for time to show. Except for Selangor Chief nothing else has arrived for him as yet. However, the bunch are expected to sail on January 31. Consequently the time for their training will be short but undoubtedly they have been well looked after in Shanghai and have had plenty of work to do in the last year.

An "Expected" Candidate.
Mr. Soares has two griffins arrived; one is an exceptionally big strong pony and it is reported that he has done the mile and a half in 3 min. 15 sec. in Shanghai. If he has the usual good joss he should be first in the Derby this time instead of second and third as has been the case with Mr. Soares' ponies in the last two years.

Mr. H. P. White includes two of the "taeler" class in his lot, both of which seem quite capable of using their legs to good effect, while the evergreen Opello is looking as fresh as ever.

Among the subscription griffins Messrs. H. Humphreys, H. Seth, G. K. Hall Brutton and the Bank Mess seem to have done well. The animals appear to be a better lot than last year, although the majority of them are on the small side. Mr. Seth's sub has the reputation of having done the three quarters in 1 min. 38 sec. at Shanghai and the wise men of the East are favourably considering its chances. Mr. Brutton has also a nice pony of the "taeler" class.

Last Saturday the course was open for the first time this season. The going was good and the course appeared in excellent condition. There was a fair attendance of on-lookers including Sir Paul Chater, Mr. N. J. Stabb, Mr. H. Humphreys, Mr. Jupp, the Hon. Mr. D. Landale, Mr. H. P. White, Mr. Gresson and Mr. Forrest.

"Observer" writes that it is astonishing how many members of the Jockey Club have gone in for steeple racing this year. In consequence of this influx into the ranks of owners, there will be, most assuredly, record entries through that might not necessarily mean good fields. Anyhow, with small entries large fields cannot be looked forward to, with large entries large fields are possible. Of the owners Sir Paul Chater, the racing veteran, has a string of no less than eighteen ponies, Mr. John Peel has sixteen, Mr. Ellis Kadoorie twelve, Mr. H. Seth eight, Mr. Soares four, and one or two likely Derby winners. Mr. Knoll has four

THE "TELEGRAPH'S" ACROSTIC.

The Answer.

1.	A	t	t	C
2.	E	m	U	
3.	E	d	R	
4.	R	u	R	
5.	J	u	S	
6.	C	a	N	
7.	A	l	C	
8.	N	a	t	V

Notes: (1) Attio salt (2) In the emu the characters of the sexes are reversed, the hen, in general, resembling the cock of other birds, leaving incubation entirely to the male. (3) King of all the English (4) A Swiss Canton or county.

in his team, Mr. Brutton has six, and other members of the Jockey Club have a stable of from two to five. Sir Paul Chater has five very good Derby ponies, and Mr. Peel has a crack-jack of 13.2 high, which has come down from Shanghai with a most remarkable reputation. Mr. Ellis Kadoorie has been most unfortunate in the fact that his ponies are not yet down. It can be relied upon however, that he has one or two very good griffins, but until his ponies are seen, little can be said about them. They are expected to arrive about January 5, which is very late for the corners to be knocked off them. This delay is through the shortage of horse boxes.

Thirty-seven subs. have already arrived and received their respective owners, and of those Mr. Humphreys' spotted roan, Mr. Bishop's piebald, and Sir Paul Chater's nutmeg grey and spotted white are the pick of the bunch; at least one should add as a proviso, so far. The spotted white, which is in the stable of Mr. Kadoorie, was Piraka Chief, at one time, and belonged to Mr. Kadoorie in Shanghai, but was discarded. It has since been trained in Shanghai, and looks a likely winner. Most of the ponies here have had their initial gallops and there is not the slightest doubt that the ponies this year are superior to what we had two or three years ago, and certainly superior to what we had last year.

Of the Navy Cup ponies only a few are good. Mr. Soares has a Derby pony that is likely to invite the extended ability of the best to beat it. I am informed that the redoubtable jockey Mr. Burkill will not be seen in the saddle at Hongkong, in the forthcoming races, and that there is a doubt as to Mr. Johnson. The former will be prevented by the recent demise of his father, and the latter owing to his brother's absence. It is to be hoped, however that Mr. Johnson will come back from England via the Siberian railway in time to allow of his crack brother making the journey to Hongkong. Mr. Heard will come down instead of Mr. Johnson for Mr. Peel, Mr. D. Stewart for Mr. Kadoorie. He is a well-known Tientsin crack and much is expected from him. Messrs. Moller and Vida will be down, and Mr. Dalzano will ride for Mr. Soares. Mr. Harry Gegg, the brother of the local rider of that name, will ride for Mr. D. Landale. The Clerk of the Hongkong Course is said to be at his wit's end to find accommodation for all the ponies that are expected. There are not less than 200, yet there is but stabling for eighty. It is suggested that the Government allow matcheds to be erected near the race-course so that the extra ponies can be accommodated. More will appear anon as to the prospects of the ponies.

RUGBY.

Navy and Army.

The second league game of the season will be played on the Club ground at Happy Valley on Wednesday next, December 31, kick off at 4.15 p.m. The Army Team is as follows:—Backs: Lt. Smyth, half-back, Lt. Thicknesse, Lt. Clagrove, Three Quarters: Lt. Collins, Lt. Prym (Capt.), Lt. Taylor, Lt. Bignall, forwards: Capt. Tyrrell, Lt. Monber, Lt. Shearer, Lt. Paske, Lt. Bishro, Lt. Neville, Lt. James, Popper Paster.

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	1st Jan.	Empress of Asia	19th Feb.
Empress of Russia	15th Jan.	Empress of Japan	5th Mar.
Empress of India	5th Feb.	Empress of Russia	19th Mar.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA" "EMPERESS OF ASIA" via Optional Atlantic Port £71.10.

"EMPERESS OF INDIA" "EMPERESS OF JAPAN" via Optional Atlantic Port £65.

Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only.) allowed to Naval and Military Officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, KOBE & MOJI on 30th Dec.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched to YOKOHAMA, KOBE & MOJI on 6th Jan.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th Dec.

S.S. "Dunera," 5,399 tons, Capt. Dickinson, will be despatched as above on 2nd Jan.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to
DAVID SASSOON & CO., LTD.
Agents
Hongkong, Dec. 27th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO.
LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
Monday, 29th December.
10.00 p.m. "Kinshan," 5.00 p.m. "Heungshan,"
Tuesday, 30th December.
8.00 a.m. "Heungshan," 8.00 a.m. "Fatshan,"
10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan,"
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.
A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.
S.S. "Sui-Tai," S.S. "Tai Shan."

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MAOAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.
EXCURSION TO MACAO
SUNDAY, 4th January.

The Company's new Steamship, "Tai Shan," will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES
Saloon—Single \$3.00 Return \$5.00
1st Class—Single 2.00 Return 2.00 2nd Class—Single 1.00 Return 2.00
Staterooms—Saloon, \$1.00 per person each way. 1st Class, 50 cents per person each way.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "Sui-An," S.S. "Sui-An,"
Departures from Macao to Canton on Mon., Wed., & Fri., at 9 p.m.
Returns from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

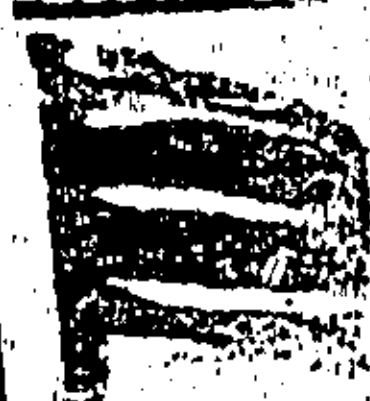
Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Salmam," 588 Tons, and "Nanning," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton," and "Sanul." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
(HOTEL MANSIONS FIRST FLOOR,
Opposite the Blake Pier.)

Shipping

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date
MAKESBILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Asaula Maru Capt. J. Nagao T. 16,000 Hitachi Maru Capt. Y. Mawaki T. 12,500	WEDNES., 31st Dec. at d'lght. WEDNES., 14th Jan. at d'lght.
VICTORIA, B.C. and SEATTLE, via Shanghai, Yokohama, Kobe, and Yokohama	Yokohama Maru Capt. Wada T. 12,500 Awa Maru Capt. Shimidzu T. 12,500	TUES., 30th Dec. at noon. TUESDAY, 13th Jan. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. T. Sekine T. 13,500 Nikko Maru Capt. Takeda T. 9,600	WEDNES., 14th Jan. at noon. WEDNES., 11th Feb. at noon.
CALCUTTA via Singapore and Colombo	Hakata Maru Capt. Nomura T. 12,500	MONDAY, 29th Dec.
BOMBAY via Singapore and Colombo	Kawachi Maru Capt. Christensen T. 12,500	TUESDAY, 6th Jan.
Kobe & Yokohama	Kitano Maru Capt. F. E. Cope T. 16,000	WED., 31st Dec. at 5 p.m.
NAGASAKI, Moji, Kobe & Yokohama	Nikko Maru Capt. Takeda T. 9,600	WED., 14th Jan. at 11 a.m.
SHANGHAI, Moji, Kobe & Yokohama	Inaba Maru Capt. Tominaga T. 12,500	WEDNESDAY, 31st Dec.
SHANGHAI, Kobe & Yokohama	Kirin Maru Capt. Nakamura T. 5,000	WEDNESDAY, 31st Dec.

PASSENGER SEASON 1914.

FOR EUROPE.	FOR AMERICA.
Miyasaki Maru 16000 tons sails Wednesday 28th January.	Shidzuoka Maru 12500 tons sails Tuesday 27th January.
Kitano " 16000 " " " 11th February.	Tamba " 12500 " " " 10th February.
Iyo " 12500 " " " 25th March.	Aki " 12500 " " " 10th March.
Hirano " 16000 " " " 25th March.	Sado " 12500 " " " 7th April.
Katori " 20000 " " " 8th April.	Yokohama " 12500 " " " 21st
Kamo " 16000 " " " 22nd	Awa " 12500 " " " "
Kashima " 20000 " " " "	Shidzuoka " 12500 " " " "

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Shaohsing	30th Dec. at noon
MANILA, CEBU & ILOILO	Sungkiang	30th Dec. at 4 p.m.
PAKHAI & HAIPHONG	Kailong	31st Dec. at 10 a.m.
SHANGHAI	Luchow	1st Jan. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	3rd Jan. at midnight
SHANGHAI	Liangchow	6th Jan. at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUL"
MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."
SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," and the S.S. "Liangchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares—Single \$40. Return \$75.

For Freight or Passages apply to
BUTTERFIELD & SWIRE.
Agents

Telephone No. 36
Hongkong 29th Dec., 1913.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via usual ports of call.)
The S.S. Tambov, 4,441 R.T., Capt. Alexoff, is expected to arrive here about the 20th day of December, 1913.
The S.S. Voronej, 5,616 R.T., Capt. Oranovsky, is expected to arrive here about the 29th day of December, 1913.
The S.S. Koursk, 6,400 R.T., Capt. Padalka, is expected to arrive here about the 10th day of January, 1914.
The above three steamers will call at Beyrouth direct.
The exact date of arrival will be published after the receipt of sailing from the last port of call.
For Freight, Passage and further particulars, apply to
Capt. D. A. LUKHAMANOFF.
Hotel Mandarine, Tel. 291 1914.

Hongkong, 11th Dec., 1913.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship	T.	Captains	For	Sailing date
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	FRI., 2nd Jan. 4 p.m.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	MON., 12th Jan. 4 p.m.

Electric Light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong, 24th Dec. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tijpanas	JAVA	2nd half Dec.	JAPAN	2nd half Dec.
Tijmanoeck	JAVA	2nd half Dec.	SHAI	1st half Jan.
Tijbodas	SHAI	1st half Jan.	JAVA	1st half Jan.
Tijmahli	JAVA	2nd half Jan.	JAVA	2nd half Jan.
Tijlarom	JANA	2nd half Jan.	SHAI	2nd half Jan.
Tijllong	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tijlajap	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tijkini	JAVA	2nd half Feb.	SHAI	2nd half Feb.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 375

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
Nippon Maru	11,000 - 15 knots	Wed., 14th Jan.
Tenyo Maru	22,000 - 21 knots	Satur., 17th Jan.
Hongkong Maru	11,000 - 10 knots	Tues., 10th Feb.
Shinyo Maru	22,000 - 21 knots	Fri., 13th Feb.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£68.
San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUITQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITEDMail Service to Australia
via Manila.

MAIL SCHEDULE

SUBJECT TO MODIFICATION

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans		2nd Jan. at 11 a.m.
Eastern	3rd Jan.	
Aldenharn	24th Jan.	13th Feb. at 11 a.m.
Empire		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Gibb, Livingston & Co.
Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCCHOW RETURN.

Steamships	Captain	Leaving
Hailing	W. C. Passmore	TUESDAY, 30th Dec. at 11 a.m.
Hayang	A. E. Hodgins	FRIDAY, 2nd Jan. at 11 a.m.
Hailan	J. S. Roach	TUESDAY, 6th Jan. at 11 a.m.

Calling at Amoy for passengers only.
FOR SWATOW AND AMOY.
Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to
Douglas Lapraik & Co.
General Managers

LOG BOOK.

Steamship Profiles.

The balance-sheet of the Mail Line, which owns nine steamers engaged in the Cardiff trade, shows a profit for the year ended last June of £112,742, or £12,500 per steamer. The profits of the Navigation Steamship Co. were £352,347, while the Hain Steamship Company cleared £340,812, and the W. and O. T. Jones Steamship Company £105,262.

A Fire at Sea.
A fire broke out on board the Japanese steamer Tainan Maru while on a voyage from Moji to Dairen on November 30 that was not extinguished until the following morning. The fire originated during a gale among some mail matter stowed in the after hold and the vessel was obliged to steam for sheltered water to combat the flames. The structural damage to the ship is slight.

China Coast Conditions.
The last and largest concession to the officers and engineers of vessels employed on the coast of China, free passages home and half-pay while on leave, is one that will go far toward equalising the conditions of employment in local waters as compared with shipping out of home ports and will undoubtedly serve to attract to the China coast a better class of officer than those on whom the firms have recently been compelled to rely for the navigation of their ships. Improvements in the condition of local service have been considerable within the last year, though none will deny that the present-day officer receives less than the onerous conditions of his service entitles him to. In February last the salary of the chief officer and second engineer was raised from £18 a month to £23 and that of second officer and third engineer in proportion. Four months later came the announcement that the three principal companies had decided to grant the request, put forward with much insistence by the China Coast Officers' Guild, that officers of either department when on sick leave should be given full pay as well as hospital expenses and this last concession fits in the main all the demands put forward during the past two years. Without doubt these generous conditions have been in a large measure due to the organisation of the officers of both departments by means of their Guilds, the China Coast Officers' Guild for the deck department and the Marine Engineers' Guild of China which, by allowing their members to meet and exchange ideas on the subject, have afforded the opportunity of formulating definite plans which it was not to the interest of their employers to ignore. Something is also due to the shortage of officers both in home and local waters making it difficult to obtain the services of suitable men when almost equal conditions were to be obtained at home. Many will possibly take the view that, now everything that has been asked for has been granted, the guilds which were so largely instrumental in obtaining the concessions may be allowed to expire of inanition and withdraw that support that has shown for once their earnestness in demanding some recognition of the special circumstances of service in the Far East. Such a course would be manifestly unwise since the guilds which have been so successfully formed have a far wider field of utility than the restricted one of better conditions of pay and leave. Many matters connected with the navigation of the coast require the attention of a representative body, such as the China Coast Officers' Guild and now that the questions at issue between the owners and their employers have been amicably settled, the Guild might with advantage turn its attention to other matters connected with the welfare of the profession in local waters in which it will doubtless receive the hearty co-operation of the agents when they realize that its activities are directed against the corruption of matters in which they themselves are interested—Shipping and Engineering.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

IN OLDEN TIMES

when there were no newspapers,

MERCHANTS RELIED

for such advertising as they could manage

on

THE SHOP WINDOW

display

and had at their disposal no better method of pushing their business than

TO SHOW THEIR WARES

in the window to such chance passers by as could be persuaded to look in.

TO-DAY

merchants can expound the merits of their goods to the whole world.

BY ADVERTISING

in newspapers. We would bring to your notice the facilities offered

IN OUR COLUMNS

for the effective display of advertisement in the BEST STYLE

YOU CAN MAKE

quite sure of reaching the sort of people who want your services by using

"THE TELEGRAPH"

an Evening Paper which is taken home to the family. Give it a trial as

YOUR SHOP WINDOW

it will Spread the Story of Your Goods ALL OVER HONGKONG

and

REACH EVERYBODY.

We shall be happy to give you Advice, Assistance and Quotations for Space.

Add. 1, Ice House Street.

Tel. ONE.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, MONDAY, DECEMBER 29, 1913.

1913 IN RETROSPECT.

A BACKWARD GLANCE OVER THE YEAR'S EVENTS.

The year now closing in Hongkong may be described, quite fairly, as a year of small events. It has been marked by no great outstanding incident which shall render it memorable—such an event, for instance, as the great typhoon of 1906. But a year of small events is often a year of progress because, it is a year of quiet, steady work; and, that, on careful reflection, may be said of 1913. It has been a year whose work may, and should, have its effect on the future history of Hongkong.

In the review which is here given, the chief events of the year are compactly given, not in chronological order but under their natural headings. It is believed that this will be found much the more satisfactory plan.

THE TRAMWAY BOYCOTT.

The year 1912 closed somewhat gloomily with the Tramway boycott still unbroken and the boycotters sullenly declining to be appeased. With the advent of the new year, however, the end came swiftly. The Government decided to enforce the provisions of the Boycott Prevention Ordinance, and areas were marked out with a view to levying the special tax contemplated by the Ordinance. This was followed by a meeting of over fifty influential Chinese at the Tung Wah Hospital, at which a discussion took place as to the best means of ending the boycott. A resolution was passed to the effect that every person present should purchase at least \$5 worth of tram tickets and a committee was appointed to approach the various district associations and guilds with a view to persuading them to buy tram tickets and to travel in the cars. A later meeting of the committee saw 5,000 tickets sold on the spot, and a number of those present afterwards travelled by car as far as the Post Office. Their example was quickly followed by other Chinese, and the end was in sight.

A Fine Speech.

A few days later—on January 13, to be exact—a well-attended meeting of Chinese merchants was held and Mr. Lau Chu-pak, in a speech marked by strong good sense and straight speaking, did more than a little to break down the final remaining opposition. He reminded his hearers that they were in Hongkong for business and not to create strife, that they enjoyed the hospitality of the British flag and that they should respect and abide by the laws which the Government had made. His speech was received with enthusiasm, and from that point the boycott rapidly approached to a full-stop. Not long after, the Government Gazette contained a proclamation by his Excellency the Governor ordering that the operation of the Boycott Prevention Ordinance should be suspended from February 7 until further notice. The boycott was over. It has long since been forgotten and is now little more than an interesting reminiscence. Yet it was not without its direct effect upon the history of the Colony, as will be seen when we come to discuss and recall new legislation passed during the year.

THE DOG SHOW.

Not the least interesting event of the year was the holding of a dog show at Happy Valley on March 22. The show was the out-

come of a series of articles which appeared in the *Telegraph* during the last three months of 1912. It was argued in these articles that a much greater number of social functions was possible in Hongkong if people would only hands, that a dog show was one of these possible functions, and that the primary result of such a show would be that owners would feel encouraged to take greater care as regards the condition of their dogs and would prevent much of the "crossing" so common in the Colony, so that eventually the breed of dogs would be greatly improved. The interest of readers, was at length aroused, the patronage of His Excellency, the Governor, was obtained for the projected show, and some well-known sporting men agreed to act as a Committee. Despite the rain which fell heavily on the day of the show, the event was a success. The championship for best dog was awarded to Commander Lamb's "Rover," though it was a toss-up between the winner and Mr. Brutton's "Billy." All the dogs entered for the Championship were in perfect condition. The championship for best bitch went to Mrs. Jordan's "Peggy." One regrettable feature of the show was that there were only three Chinese and six Portuguese exhibitors. All things considered, however, the first dog show was successful enough to hold out hope for the future.

PIRACIES DURING 1913.

Piracies near Hongkong have occurred with some frequency during the year. The worst and most daring of all was that on the Tai On, on April 2. This vessel left the Li Kee Wharf for Kowloon about seven p.m. on that evening with about 400 passengers and a general cargo. Everything went well until about ten o'clock, when the ship had passed a line of fishing stakes about six miles from Lin Tin. Then a number of passengers, about fifty in all, who were well armed with revolvers, took charge of the ship and tied up the officers. There was a European lady missionary on board—Miss Dank—and she behaved with conspicuous courage and coolness. Miss Dank has resided for years in the East and knows Cantonese well. She was, therefore, able to intervene when the trouble arose and to urge the robbers to respect the lives of those on board. The officers of the vessel, indeed, were loud in their praises of her courage during the trouble. "She it was who saved us from getting shot," one of them admitted heartily.

Carefully Planned.

The whole affair had been most carefully planned. The pirates booked as first-class passengers and had use of the upper deck. They had their own pilot on board and he ran the vessel on a sand-bank. After ransacking the vessel they destroyed part of the engines, tore the dynamo up, spoilt the electric switch board, leaving the ship in darkness, and put out the fires. They then sent up rockets which promptly fetched sumpans by means of which they left the vessel, and got away with money, jewellery, clothing etc., to the value of about twenty-five thousand dollars. The Chinese coxswain was shot dead at his post and a coolie passenger was also killed; one or two passengers were injured; but it was clear that the pirates did not harm those who were content not to give trouble.

The affair had two sequelae. The first was a fight

between Chinese authorities, aided by villagers, and the pirate gang in which many of the latter were killed. The second is best explained by the following letter.

Colonial Secretary's Office,
Hongkong, April 16, 1913.

Madam,—I am directed to convey to you His Excellency the Governor's high estimation of your courageous conduct on the occasion of the recent piracy of the s.s. "Tai On" and to inform you that steps are being taken to procure a Bible and travelling clock for presentation to you by this Government as a mark of its appreciation of the valuable assistance you rendered to the officers of the ship and to the passengers whereby the sacrifice of life was prevented.—I am, etc.

(Sd.) A. M. THOMSON,

Colonial Secretary.

Miss Dank,
c/o Church Missionary Society,
Hok Shan.

The month of April did not close without other piracies being reported; in each case the piracy was of a fishing junk. One was off Kan Kau-mun Island, while the junk was on a voyage from Macao to Aberdeen, and the other took place in Temple Bay, Shan Chun Island.

Of other piracies, only two more need be mentioned. On December 10 the Kwong Chow Wan, which flies the Portuguese flag, was pirated near Macao, and the Captain, Mr. J. F. Xavier do Jesus, was shot dead. Only a few weeks before, the sister ship, American, was also pirated.

NEW LEGISLATION.

Not a little important new legislation has been put into operation during the year. The ordinances dealing with currency are, of course, the most important. Early in June it became known that the Secretary of State for the Colonies had approved of the early introduction of legislation to prohibit after a reasonable period of notice importation into, and circulation in, the Colony of silver or nickel coins other than those belonging to the currency of the Colony and of all kinds of notes other than those of the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China and the Mercantile Bank of India, Ltd.

Currency Matters.

Such a movement had, of course, been in the air for a long while past. Many people in Hongkong felt that prohibition of foreign money here could but be a work of time. The banks had never recognised either Cantonese coin or Macao notes, and, for some years the Post Office had also refused to accept them.

Some ten months before Canton copper coins were declared not to be legal tender, and, soon afterwards, the Star Ferry and various other companies and business houses announced that they would no longer accept Chinese silver. Then came the Tramway Company's decision in the matter, with the resulting boycott, which has already been discussed.

Little Opposition.

The new legislation naturally followed that successful attempt to rehabilitate the Hongkong ten-cent piece. Despite the temporary trouble which followed that attempt, matters smoothed themselves out very easily and in a comparatively short period of time. Chinese subsidiary coins still circulated in the Colony, but to nothing like the same extent as was the case a matter of six months before. The Hongkong coin had so taken its proper place in the currency of the Colony that it had driven the Chinese coin well into the background where it was hardly seen. It was obvious at the time, of course, that rehabilitation of the ten-cent piece was not the end but the beginning of currency reform and that the step taken in the fall of last year would be followed by some action more far-reaching in its effect. The promise of legis-

lation dealing with the matter was received with general satisfaction in the Colony, and there was little serious opposition to it.

"The Children's Charter."

On Thursday, April 17, the Legislative Council passed the Ordinance amending the "Offences against the Person Act of 1885," under that act any person who has custody of a child or who treats it badly in any way or permits it to be ill-treated will be guilty of a heavily punishable misdemeanour. Sir Kai Ho Kai, it may be remembered, asked one or two shrewd questions regarding the Bill and its scope. The Government, he thought, ought to have some poor law act, or else some institution which would take care of the children. What was the good of the new law if it did not in some fashion relieve the suffering of those concerned? Much the same point was made in a special article in the *Telegraph* a week or two before, but the point was then made that the provision of relief for such sufferings was the business rather of the Chinese themselves than of the British or the Government and that if the money which was given to noisy vagrants in the street were devoted to one central there would be fewer neglected children about.

THE TYPHOON.

For once in a way, Hongkong was this year visited by a typhoon in August. On Sunday, August 17 the Colony had a narrow escape from being struck with the full force of one. The centre passed within 50 miles of the Colony, which was sufficiently close to give us a severe blow and to cause no inconsiderable amount of damage. The typhoon was one of which warning was received from Manila on the previous Wednesday morning when it was reported to be to the north-west of Yap. From that time daily warning was received of its progress, and on the Saturday at 9 a.m. it was located over or near Aparri (some 800 miles distant) moving W.N.W. Up to that time its rate of progress had been normal, but from thence on ward its advance towards Hongkong became astoundingly rapid.

Rapid Travelling.

It is worth recalling the pace at which it came or appeared to come. The first signals hoisted in Hongkong were at 5 p.m. on the Saturday, in the form of the red south cone and drum indicating that the disturbance was to the south-east of the Colony more than 300 miles distant. At 10.40 p.m. the night signals were changed to indicate that the disturbance was within the 300 miles radius. At this time the wind was coming in heavy gusts, and, as the night wore on, it increased in fury and the barometer steadily declined. It became increasingly evident that the Colony was in for an unpleasant ordeal, and the worst fears were realised shortly after five o'clock on Sunday morning.

At that time, according to the Director of the Observatory, the typhoon must have been situated about 150 miles south-east of the Colony, so that from 11 o'clock on the previous night its rate of progress must have been quite 25 miles an hour, which is phenomenally rapid travelling for a disturbance of this kind. From thence onward the conditions grew worse, until at 11.30 a.m. one gust of a velocity of over 100 miles an hour was registered, while the barometer had then fallen as low as 29.27.

Escaped Lightly.

On the whole the Colony escaped lightly. There were a few deaths amongst boat people, and some junks lost. The *Wilmington*, too, was in distress and fired two shots for help. The dock tug towed her into safety. The praya surface same by some considerable damage, and in Kowloon the club-house of the United Services Recreation Club was wrecked. The structure

was erected only some seven or eight months before.

Householders were put to great inconvenience during the time the storm raged, as with all windows and shutters securely shut there was no electric light available, the supply giving out. This meant that those without other means of securing light were in darkness for several hours. Upon the whole, however, the Colony escaped very lightly. As late as December 26, by the way, a typhoon warning was received in Hongkong from Manila.

THE FLOWER SHOW.

The annual Flower Show in connection with the Hongkong Horticultural Society was held on March 7 and 8. This year the show was held at the Botanic Gardens and was more successful than in 1912 when it was held on the piece of ground opposite the Hongkong Club. On that occasion, however, it was forced to suffer from bad weather. The 1913 function showed a big increase in entries—564 against 450—mostly in pot plants and out flowers. The quality of the productions also showed a considerable improvement. It was generally conceded that the show was the best ever held under the auspices of the Society. Satisfactory reports were submitted at the annual meeting where one very useful resolution was passed.

A Good Plan.

It was pointed out by Mr. Howell that many exhibitors had little knowledge as to the points which weigh with judges in awarding prizes. He said:—"If cards containing these particulars were put up at each class among the exhibits, their educational value will be apparent, for show visitors, instead of viewing the exhibits with little or no idea of what constitutes excellence, will have before them, near each exhibit, the points from a judge's standard. Thus they will see for themselves where an exhibit has succeeded or failed, and in what direction their own efforts should be turned if they are to become prize-winners." The motion was carried and it will be interesting, during the next year or two, to watch results.

SERVICE MATTERS.

Generals Anderson and Kelly. On August Major-General Anderson left the Colony, to the regret of everyone. He had held command here from October 28, 1910, and few men had been so universally liked and respected. General Anderson was transferred to the Meerut Division of the Northern Army of India. His successor is Major-General F. H. Kelly who came out from Home but who was not new to the East. He put in nearly all his previous service in India, where he saw a good deal of frontier fighting, having been in the Burmese, Mohmand, Triab, and Waziristan expeditions. His last appointment, prior to the present, was the command of the Ahmednagar Brigade, which he held from 1907 to 1911, when he went on half-pay, after getting his promotion to major-general in 1909.

Admirals Winsloe and Jerram.

On March 20 Admiral Sir Alfred Leigh Winsloe K. C. B., C. V. O., O. M. G., left Hongkong on relinquishing command of the China Station which he had held since 1910. It is worth recalling of Admiral Winsloe that from 1906 to 1910 he acted as fourth Sea Lord of the Admiralty. Among his other duties he had the honour of commanding s.s. *Ophir* during the Royal Tour.

Vice Admiral Jerram's flag was hoisted on board H. M. S. *Minotaur* on March 20 on Admiral Winsloe's departure from Hongkong.

Vice Admiral Jerram was previously second in command of the Mediterranean Fleet, a post he had held since 1910.

The departure of the K. O. Y. L. I. early in the year and the com-

ing of the D.O.L.I. need be referred to only in a word or two. Socially the former were big favourites and their going left a gap for a little. The Cornwallis, however, are worthy successors and have well established themselves in the affections of Hongkong.

The Volunteers.

It would be unfair, in any review of the year's happenings, however cursory, to omit reference to the increase in the strength of the Volunteer forces in Hongkong. On April 13 what was claimed to be the largest turnout of volunteers ever seen in Hongkong took place at the Murray Barracks parade ground, when the annual inspection of the Corps took place. The increase in numbers was undoubtedly due to the fillip which has been given to the movement by the efforts of His Excellency the Governor, since whose arrival in the Colony the corps has been largely increased. It may be remarked that, on the occasion of the inspection His Excellency presented Capt. W. Armstrong with the long service medal and congratulated him on the completion of his twenty service. The Volunteer Reserves too, thanks greatly to the energy of His Excellency is a strong and energetic body which was able to take its part in the annual inspection and which is stronger now than then.

In the civilian community, aside from Government service changes, there have been some important movements, and two departures, at least, deserve to be specially mentioned.

Hon. Mr. Osborne Leaves.

On Saturday, February 8, the Hon. Mr. E. Osborne, left the Colony for good. Mr. Osborne joined his family at Hythe near Folkestone, where the latter had been staying since their return home. On the previous day Mr. Osborne was made the recipient of presentations at the Hongkong Hotel and at the offices of the Kowloon Wharf and Godown Company, both from Europeans and Chinese whose close contact with him in business had enabled them to appreciate his sterling qualities both as a business man, and in private life. His departure was regretted by his many friends, and by the public at large who recognised the yeoman service he had performed in their behalf alike as a member of the Legislative Council and in other ways. The admirable work he did in reorganising the Wharf and Godown Company needs no more than the barest reference, so well known it is.

Hon. Mr. C. H. Ross.

By the departure from the Colony, on May 6, of the Hon. Mr. C. H. Ross, Hongkong lost one of its most popular citizens. That popularity was founded on his general usefulness and on the fact that he was a fine example of a "good all round man," respected alike in financial, sporting and social circles. As the local head of so important a firm as Jardine, Matheson's, one would have expected him to be able to find but little time for anything beyond strict business; especially so in that he was also connected, in one capacity or another, with most of the big public companies of the district. Yet, in spite of his untiring efforts on behalf of his firm, and of all his other commercial engagements, he contrived to be one of the moving spirits of the Jockey Club and everything connected with it; a keen shot, and a zealous polo player; while his practical interest in volunteering was known to everyone in Hongkong. Mr. Ross lived in the East—including India, Tientsin, Shanghai and Hongkong—for twenty-eight years, holding various important positions in the great shipping house of which he was Managing Director here.

The Police.

The Captain Superintendent of Police, the Hon. Mr. F. J. Bad-

deley, left for Home in February and the Hon. Mr. C. Mc I. Messer, took his place. Apart from this the chief change in the personnel of the Police Force during the year was the retirement of Chief Inspector Baker who retired on a pension after thirty years meritorious service and left for Home on April 12. Mr. Baker came to Hongkong in 1882 and was appointed Chief Inspector in 1903. Some weeks before he left he had the misfortune to lose his wife to whom he had been married for twenty years. Inspector Gourlay was appointed Chief Inspector in room of the retired Chief, and Second Inspector Edmund O'Sullivan, was promoted first class inspector and Sergeant Gerrard to second class inspector. The new Chief Inspector, who is 43 years of age, arrived in Hongkong just over 22 years ago.

Victoria Gaol.

It is hardly necessary to remind our readers that, less than a fortnight ago, some comments were made in our columns regarding the alleged lack of discipline in Victoria Gaol. These were of particular interest by reason of the fact that on January 17 there was published in the *Telegraph* an interview with Professor Henderson, a well known expert in the matter of prisons, in which he offered his opinions regarding the management of Victoria Gaol. Professor Henderson was satisfied that the gaol was well conducted and, having been permitted to see all that he wanted to see, he spoke in high terms of its management generally. He was "impressed by the excellent sanitary arrangements," and he found the regulations for warders "precise and definite, and calculated to benefit all concerned." The interview elicited a rejoinder from one in a position to know and who bluntly stated that the sanitary arrangement were anything but excellent and that the staff was far from contented. The comments which appeared in our columns less than two weeks ago served to deepen the suspicion which attached to Professor Henderson's statements, that, expert as he is, he had not been able to form an opinion of real value during the course of a visit lasting only half an hour or so. Matters are still far from right within the gaol, though it is only fair to admit that in some respects they have mended since the first revelations were made in the *Telegraph* last year.

CHURCH REPORTS.

St. John's Cathedral. Satisfactory reports on the whole were submitted at the annual meetings of the various church bodies. At the meeting of the subscribers and shareholders of St. John's Cathedral, the treasurer, in submitting the accounts, remarked that this was the first time for a number of years that they had been able to present a balance sheet showing a credit balance. This year there was a credit balance of \$1,746. As a matter of fact, the actual difference between income and expenditure for the year was \$1,490 but that was complicated by the money taken from fixed deposit.

The income for the year was \$15,624 and the expenditure \$14,074 leaving a credit balance of \$1,450. That meant that their income had been reduced within the past year by \$1,400 and the expenditure by \$9,000. That practically represented the salary of the assistant chaplain. The chaplain proposed a vote of thanks to Sir Paul Chater for the work he had done in raising \$12,000 for the Assistant Chaplain fund. It was possible that they would have a whole time assistant chaplain in the near future. They had been told that the subscribers to the fund numbered thirty seven, so they must have contributed large sums indeed.

(To be Continued tomorrow.)

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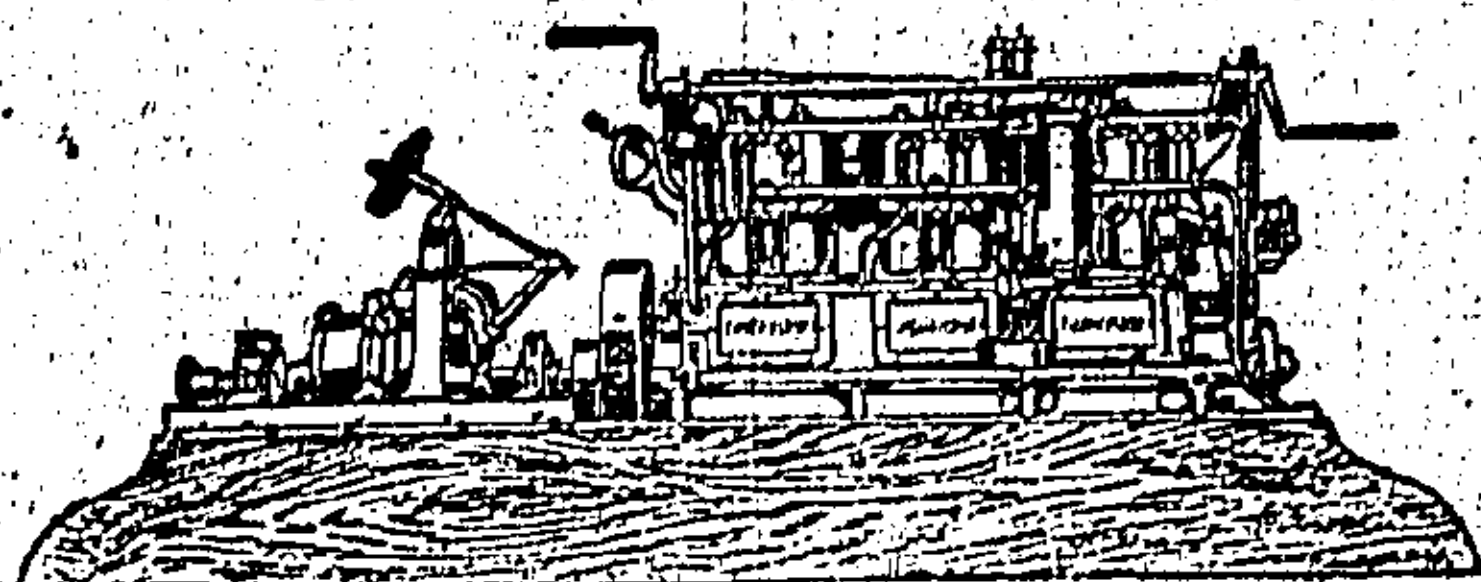
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T'te, Puma, V'ce, via S'pore etc.	E. F. Friel	S. W. Co.	31, Dec.
Marseilles, Havre & H'burg, &c.	C. F. Laeiz	H. A. L.	2, Jan.
Rotterdam, H'burg & A'werp, &c.	Goldenfels	H. A. L.	15, Jan.
Marseilles, London & Antwerp, via Singapore &c.	Alsuta Maru	N. Y. K.	31, Dec.
Marseilles, London, R'dam and Antwerp	Glenstrae	S. T. Co.	11, Jan.
Trieste, via Singapore Penang, Colombo, etc.	Koerber	S. W. Co.	15, Jan.
Marseilles, Bremen & H'burg &c.	Emden	H. A. L.	13, Jan.
R'dam and Bremen &c.	Mark	M. & Co.	M. of M.
London, Rotterdam & Antwerp	D. of Glamis	J. M. Co.	2, Jan.
London, via Usual Ports of Call	Delta	P. & O.	3, Jan.
London & Antwerp via S'pore &c.	Simla	P. & O.	7, Jan.
Havre, Emden & Hamburg &c.	Silesia	H. A. L.	26, Jan.

NEW YORK SAN FRANCISCO AND CANADA.

Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	15, Jan.
V'toria, B.C. & T'm via S'hai &c.	Mexico M.	O. S. K.	7, Jan.
New York	Indrakula	J. M. Co.	8, Jan.
San Francisco via Manila & Japan &c.	China	P. M. Co.	30, Dec.
Victoria, B.C. & Seattle via S'hai &c.	Y'hama M.	N. Y. K.	30, Dec.
Boston & New York via Ports and Suez Canal	Shir'ey	A. K. Co.	17, Jan.
San Francisco	Indr' amha	J. M. Co.	M. of Jan.
San F'isco via S'hai & Japan &c.	Manchuria	P. M. Co.	6, Jan.
Vancouver, via S'hai, Japan etc.	E. of Russia	J. P. R.	1, Jan.
Vancouver Seattle and/or Tacoma & P'land Or.	Belgravia	H. A. L.	16, Jan.
San F'oo via S'hai & Japan &c.	Nippon M.	T. K. K.	14, Jan.
V'toria, B.C. T'm via Japan &c.	Chicago M.	O. S. K.	22, Jan.
N'les, G'oa, A'rs, G'tar, S'ton	Buelow	M. & Co.	7, Jan.
Victor'., Vancouver Seattle, Tacoma & Portland	Glenroy	J. M. Co.	15, Jan.

AUSTRALIA.

Australian Ports via Manila	Eastern	G. L. Co.	2, Jan.
Australian Ports via Manila	Tango M.	N. Y. K.	14, Jan.
Australian Ports via Manila	P. Sigismund	M. & Co.	24, Jan.
Fremantle, West Australia	Mausang	G. & Co.	10, Jan.

SINGAPORE COAST PORTS AND JAPAN.

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Shanghai	T'itaroom	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang &c.	T'ipinas	J. O. J. L.	Q. desp.
Batavia, Cheribon Samarang, &c.	T'ijahit	J. O. J. L.	Q. desp.
Shanghai	T'ijahit	J. O. J. L.	Q. desp.
Y'hama and Kobe via Shanghai	T'ijahit	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	T'ijahit	J. O. J. L.	Q. desp.
Kobe	T'ijahit	J. O. J. L.	Q. desp.
T'tau, W'wei, C'foo Dviny & C'tio	Cheongshing	J. M. Co.	2, Jan.
Manila, Mangarin, Iloilo & Cebu	Zafro	S. T. Co.	2, Jan.
Bombay via Singapore, Colombo	Rangoon M.	N. Y. K.	5, Jan.
Foochow via Swatow & Amoy	Kajjo Maru	O. S. K.	31, Dec.
Kobe & Yokohama	Kitano V.	N. Y. K.	1, Jan.
Shanghai	Kinging	J. M. Co.	2, Jan.
Swatow, Amoy & Foochow	Haibing	D. L. Co.	30, Dec.
Bambay via S'pore Port S'ham, Penang & Colombo	Java M.	O. S. K.	5, Jan.
Jesselton, Kudat and Sandakan	Borneo	M. Co.	3, Jan.
Pakhoi & Haiphong	Kaifong	B. & S.	31, Dec.
Kobe and Moji	Sui-ang	J. M. Co.	14, Jan.
Yagasaki, Kobe & Yokohama	Nikko M.	N. Y. K.	14, Jan.
Shanghai	Shaohsing	B. & S.	30, Dec.
Shanghai, Kobe and Moji	Kwongsang	J. M. Co.	28, Dec.
Shanghai, Kobe & Yokohama	Aras'oon A.	D. S. Co.	28, Dec.
Shanghai, Moji & Kobe	Preussen	H. A. L.	31, Dec.
Shanghai, Kobe & Yokohama	Inaba M.	N. Y. K.	31, Dec.
Shanghai	Kirin M.	N. Y. K.	31, Dec.
Shanghai	Luehow	B. & S.	1, Jan.
Shanghai	Kinging	J. M. Co.	2, Jan.
Shanghai	Koerber	W. S. Co.	2, Jan.
Shanghai	Egypt	P. & O.	2, Jan.
Shanghai & Tsingtau	Chenan	B. & S.	3, Jan.
Shanghai	Koonshing	J. M. Co.	4, Jan.
Shanghai	Esang	J. M. Co.	6, Jan.
S'hai, Tsingtau, Kobe & Y'hama	P. Ludwig	M. & Co.	8, Jan.
Swatow, Amoy & Foochow	Haifang	D. L. Co.	2, Jan.
Swatow, Amoy & Foochow	Haifan	D. L. Co.	6, Jan.
Manila, Cebu and Iloilo	Sungkiang	B. & S.	30, Dec.
Manila, Mangarin, Cebu & Iloilo	Loongsang	J. M. Co.	3, Jan.
Bombay via S'pore & Colombo	Rubi	S. T. Co.	12, Jan.
Bombay via Singapore Port S'ham Penang & Colombo	Kawachi M.	N. Y. K.	6, Jan.
	Java Maru	O. S. K.	7, Jan.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls; welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

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MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Shanghai	Wingsang
Shanghai	Shaohsing
Foochow	Haibing
Marseilles	Pol'neven
Philippines	Sungkiang

VESSELS ADVERTISED TO ARRIVE TO-MORROW

From.	Vessels.
London	Monmouthshire
Shanghai	Esang

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 20th inst.

The C. P. R. s.s. MONTEAGLE left Vancouver on the 11th inst.

The C. P. R. s.s. EMPRESS OF JAPAN arrived Kobe on the 24th instant, at 6 a.m. left Kobe on the 25th instant, at noon and was due to arrive Shimizu on the 26th instant, at 6 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. PRINZ SIGISMUND left Sydney on the 13th instant, at 11 a.m. and may be expected here on or about the 5th of January.

GERMAN MAIL.

The I. G. M. s.s. PRINZ EITEL FRIEDRICH left here on the 26th of November, arrived at Genoa on the 22nd inst., at 4 p.m.

AMERICAN MAIL.

The s.s. NILE sailed from Yokohama for Hongkong, via Manila, on the 24th inst. The mail from the United States has been transferred to the s.s. EASTERN of the Eastern Australia Steamship Company, which the company's representatives in Hongkong advise, is scheduled to arrive in Hongkong on the 31st instant.

ENGLISH MAIL.

The P. & O. s.s. EGYPT left Singapore for this Port on the 27th instant, at 9 a.m. with the outward English Mail, and is due here on the 1st January at about 8 a.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. KITANO MARU (European Line) left London for this port via ports on the 22nd ult., and is expected here on the 31st December.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via London on the 6th December, and is expected here on the 14th Jan.

The N. Y. K. s.s. AWA MARU (American Line) left Seattle for this port via ports on the 6th instant, and is expected here on the 5th Jan.

The N. Y. K. s.s. KIRIN MARU (Calcutta Line) left Calcutta for this port on the 12th instant, and is expected here on the 1st January.

The N. Y. K. s.s. INABA MARU (Bombay Line) left Bombay for this port on the 15th instant, and is expected here on the 2nd January.

The N. Y. K. s.s. ATSUTA MARU (European Line) left Yokohama for this port via ports on the 17th instant, and is expected here on the 29th instant.

The N. Y. K. s.s. SHIDZUKA MARU (American Line) left Seattle for this port via ports on the 16th instant, and is expected here on the 18th January.

VESSELS IN PORT.

Steamers.

Tajoute, Fr. s.s. 691, Grelbow, 21st inst.—Hon Oba, 15th inst. Sail—A. Hude.

Yokohama Maru, Jap. s.s. 1,010, B. Wad. 23rd instant—Shanghai, 18th inst. General—N. Y. K. Buffalo, Ger. s.s. 4,069, Janssen, 22nd inst.—San Francisco, Case Oil—S. O. Co.

Kwangles, Chi. s.s. 1,418, McArthur, 23rd inst.—Shanghai, 19th inst. Gen. C. M. S. N. Co.

China, Ame. s.s. 3,184, H. Thompson, 23rd inst.—San Francisco, Gen.—F. M. S. Co. Selan, Norw. s.s. 685, D. Hovbunder, 23rd inst.—Bangkok, 14th inst. Rice—Y. T. H.

Lyemsoon, Ger. s.s. 1,318, Bach, 23rd inst.—Solomon 15th instant. Rice—Chinese.

Sungkiang, Br. s.s. 1,600, J. Robinson, 24th inst.—Pakhoi, 23rd inst. Gen.—B. & S.

Altmark, Ger. s.s. 9,958, Knaisel, 25th inst. Shanghai, 22nd inst. Gen.—H. A. L.

Lennox, Br. s.s. 2,361, J. H. Sheroff, 25th inst.—Singapore, 18th inst. Gen.—D. & C.

Tenn, Br. s.s. 1,357, J. V. Sidford, 26th inst.—Manila, 23rd inst. Gen.—B. & S.

Glenalloch, Br. s.s. W. L. Gardner, 25th inst.—Singapore, 18th inst. Gen.—T. C. and Co.

Coblentz, Ger. s.s. 1,669, L. Klinghast, 25th inst.—Kuchikotai, 21st inst. Gen.—M. & Co.

Tamon Maru, Jap. s.s. 2,448, Nomma, 25th inst.—Moji, 19th inst. Coal—M. B. K.

Machew, Ger. s.s. 996, R. G. Zollner, 25th inst.—Kuchikotai, 21st inst. Rice—B. & S.

King Sing, Br. s.s. 1,222, H. G. N. Walker, 25th inst.—Dainy, 21st inst. Beans—J. M. & Co.

Shaohsing, Br. s.s. 1,307, E. M. French, 25th inst.—Shanghai, 23rd inst. Gen.—B. & S.

Koonshing, Br. s.s. 1,333, J. M. Wright, 25th inst.—Shanghai, 24th inst. Gen.—J. M. & Co.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

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HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
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CHANGSHA 4th January, 1914. 10th January.

TAIYUAN 4th February, 1914. 10th February.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

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IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Preussen 31st Dec.	Saxonia 4th Feb.
O.J.D. Ahlers 14th Jan.	Scandia 9th Feb.
Belgravia 16th Jan.	Hoerde 24th Feb.
Spezia 28th Jan.	Bayern 2nd Mar.

HOMEWARD.

For Marseilles, R'dam & H'burg:	For R'dam, Bremen & Hamburg:
Furst Bulow 29th Dec.	Preussen 8th Feb.
For Marseilles Havre & H'burg:	For Marseilles & H'burg:
C. Ferd. Laeiz 7th Jan.	Andalusia 10th Feb.
For R'dam, H'burg & Antwerp:	For Havre & H'burg:
Goldenfels 13th Jan.	O. J.D. Ahlers 18th Feb.
For Marseilles Bremen & H'burg:	For Antwerp & H'burg:
Suevia 13th Jan.	Suevia 26th Feb.
For V'wei, S'hai and/or T. & P. (Or.)	For Havre R'dam & H'burg:
Belgravia 16th Jan.	Bernuda 28th Feb.
For Havre, Emden & Hamburg:	For Havre, Emden & Hamburg:
Silesia 28th Jan.	Spezia 3rd Mar.
For V'wei, S'hai and/or T. & P. (Or.)	
Saxonia 2nd Feb.	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to—

ULDERUP & SCHLUTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. B. STOCKHOLM.

FOR CHINA, FORMOSA, DAN PHILIPPINE ISLANDS.

Public Auction.

G. R.
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 29th day of Dec., 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of the right to quarry Stone on the following Lots of Crown Land around Kowloon Bay in the New Territories, and elsewhere in the Colony of Hongkong, for a period of one year commencing from the 1st day of January, 1914.

PARTICULARS OF THE LOT.

No. of Lot	Registry No.	Locality.	Approximate Area in Acres	Approximate Area in Hectares
1	Hok On Quarry Lot 1	Hok On	1.44	1.15
2	Ma Tau Kok Quarry Lot 1	Ma Tau Kok	6.72	5.40
3	Ma Tau Kok Quarry Lot 2	Ma Tau Kok	1.40	1.12
4	Ma Tau Kok Quarry Lot 3	Ma Tau Kok	1.40	1.12
5	Jordan R.C. Quarry Lot 1	Jordan	1.40	1.12
6	Jordan R.C. Quarry Lot 2	Jordan	1.40	1.12
7	Yau Tei Quarry Lot 1	Yau Tei	1.40	1.12
8	Yau Tei Quarry Lot 2	Yau Tei	1.40	1.12
9	Chu Lu Kok Quarry Lot 1	Chu Lu Kok	1.40	1.12
10	Ngau Shi Wan Quarry Lot 1	Ngau Shi Wan	1.40	1.12
11	Tai Tai Mui Quarry Lot 1	Tai Tai Mui	1.40	1.12

Full Particulars and Conditions may be obtained at the Offices of Public Works Department.

Consignees

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"
having arrived, Consignees of cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be anded here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st of Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st of Dec., at 9.30 a.m.

All claims must reach us before the 8th of January, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOERS & CO.

Hongkong, 25th Dec., 1913. [1101]

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"YATSHING,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:

JARVINE MATHESON & CO., LTD.

Hongkong, 22nd Dec., 1913. [1098]

Don't forget after the Show Supper and Light Refreshments ALEXANDRA CAFE. Open Till Midnight.

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
From EUROPE, COLOMBO and STRAITS.

THE Steamship

"MERIONETHSHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 30th Dec., at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 30th Dec., at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:

JARVINE MATHESON & CO., LTD.

Hongkong, 23rd Dec., 1913. [1092]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "CHINA,"
From SAN FRANCISCO, JAPAN PORTS & MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed into the Company's godown at West Point, at consignees' risk and expense.

Cargo undelivered by FRIDAY the 26th instant at NOON will be landed into the Company's godown at consignees' risk and expense.

Cargo remaining undelivered TUESDAY, Jan. 6th, 1914, at noon, in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown MONDAY, Jan. 5th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before January 23rd, 1914, otherwise they will not be recognized.

R. O. MORTON, Agent.

Hongkong, 23rd Dec., 1913. [1091]

THE H. A. L. Steamship

"SILESIA,"

Capt. H. Christiansen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex s.s. "Frans" from Abus
"Kong Ring" from
Christiana
"Lisbon" from Setubal
"Göteborg" from Göteborg

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd Dec., 1913. [1096]

Consignees

THE AMERICAN AND MANOHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK & COLOMBO

THE Steamship

"KANDAHAR,"
Captain W. Kessley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Monday, 29th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

SHEWAN TOMES & Co. General Agents.

Hongkong, 21st Dec., 1913. [1096]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NO ICE TO CONSIGNEES.

R.M.S. "EMPRESS OF RUSSIA,"

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's Kowloon where delivery can be obtained.

Goods on hand after the 2nd January will be subject to rent.

No Fire Insurance has been effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the goods have left the Godowns.

D. W. ORADDOCK, General Traffic Agent.

Hongkong, 26th Dec., 1913. [1100]

HIMROD'S CURE for ASTHMA

Over 20 years ago the late Lord Beaconsfield testified to the benefits he received from HIMROD'S CURE, and every post brings similar letters to-day.

Sold in this by all Chemists and Stores throughout the Country. Beware of Imitations.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1. A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSION OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP

LENGTH OF KEEL BLOCKS

ENTRANCE BREADTH

DEPTH OVER RAIL AT ORDINARY SPRING TIDES

RISE OF TIDE

FRINGS

PIERS

KOWLOON

No. 1 Dock, Kowloon

No. 2 Dock, Kowloon

No. 3 Dock, Kowloon

Patent Slip, No. 1 Kowloon

Patent Slip, No. 2 Kowloon

TAL-KOK-TSUI

Cosmopolitan Dock

ABERDEEN

Hong Kong Dock

Leamont Dock

Head Office: Kowloon.

Telephone No. 1. K.

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

Entertainments

THEATRE ROYAL
TO-NIGHT! TO-NIGHT!!
GRAND CONCERT
BY THE ORCHESTRA
OF
S.M.S. SCHARNHORST
ASSISTED BY
Mrs. PFAFF (Soprano), Mrs. HOCH,
Mr. E. DANENBERG & Mr. N. PETERKIN
In Work for Two Planos.
BOOKING NOW OPEN AT ROBINSON'S,
\$3, \$2, & \$1.

VICTORIA THEATRE.

TO-NIGHT 9.15 TO-NIGHT

"THE BLACK MASK"

IN THREE PARTS.

A POWERFUL DETECTIVE DRAMA FULL OF SENSATIONS.

"CAUMONT GRAPHIC"

SHOWING THE WORLD'S LATEST EVENTS.

AND A FINE SELECTION OF PICTURES.

BIJOU SCENIC THEATRE.

THE PATHE'S GAZETTE.

"NICK WINTER & THE PHANTOM THIEF"

A GREAT DETECTIVE DRAMA

in 3 parts 3000 feet

To be Screened Shortly

THE GREAT POWERFUL COLOURED SENSATIONAL FILM

THE KING OF THE AIR

in 5 parts 3800 feet

On WEDNESDAY, 31st December.

To Sail

Regular Steamship Service.

Proposed Sailing from Hongkong For BOSTON and NEW YORK.

s.s. "Saint Patrick" on or about 27th Dec.

For Freight and further information apply to

DODWELL & CO., LTD. Agents.

Hongkong, 21st Dec., 1913. [977]

THE AMERICAN AND ORIENTAL LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast)

THE Steamship

"SHIRLEY"

Captain Kopley, will be despatched as above on SATURDAY, the 17th January, 1914.

For Freight and passage, apply to

ARNHOLD, KARBURG & Co., General Agents.

Hongkong, 16th Dec., 1913. [1076]

Notices.

LATEST GRAMOPHONE RECORDS

AT

ROBINSON'S

A LARGE SELECTION

OF

XMAS CAROLS

AND

HYMNS

DOUBLE SIDED :: \$1.70

ROBINSON'S

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD. Agents.

Hongkong, 24th Dec., 1913. [1098]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board on the 29th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co. Ltd. Agents.

Hongkong, 26th Dec., 1913. [1101]

TO SAIL

GLEN LINE (McGREGOR, GOW & Co.) Limited.

For Marseilles, London, Rotterdam & Antwerp.

THE Steamship

"GLENSTRAE,"

Capt. Jas McGillivray, will be despatched for the above ports on or about 11th January 1914.

For Freight or passage, apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 16th December, 1913

Performing Dog "Pledge."

The National Canine Defence League, which is making a campaign against exhibitions by performing dogs, is receiving signatures to the following "pledge":—"I will not knowingly attend any exhibition of performing dogs at music-halls or other places of amusement, or if I should be present on such occasions I will leave my seat during the time occupied by these 'turn'."

TELEGRAMS.

CR DIET.
UPROARIOUS SCENES.

[Reuter's Service To The "Telegraph"]

London, Received December 28.
Renter's correspondent at Agram says the Croatian Diet has opened. A dispute as to the date of the next meeting caused the wildest scenes.
The President, M. Mileusnic, who is a member of the Opposition, fixed Monday. The Ministerialists, objected, and M. Mileusnic vacated the chair in favour of the Ministerialist, F. Tuskan, who decided that the Diet should meet the same evening.

Two members of the Opposition thereupon rushed at M. Tuskan, and tried to drag him off his chair, whereupon a free fight took place and the sitting was suspended.

On the resumption at six o'clock in the evening, the Ministerialists found M. Mileusnic in the chair, reading a newspaper and conversing with his friends. This continued until half-past seven, when an official informed M. Mileusnic that, as he was not doing his duty, M. Tuskan would like to assume the Presidency.

M. Tuskan then mounted the tribune, planted himself in front of M. Mileusnic, and tried to open business. He was greeted with an inferno of trumpet-blowing, the banging of typewriter covers, the sounding of motor-horns, and shrieks and abuse.

M. Tuskan rang a bell, and M. Mileusnic, sitting in the chair, produced another bell and rang every time that M. Tuskan did. The uproar was still continuing at 11 o'clock in the evening.

London, Received December 29.

Reuter's correspondent at Agram states that, despite the ear-splitting din, the majority succeeded in electing their President at three o'clock in the morning, whereupon the uproar subsided.

THE S.S. LUDGATE.

AGAIN ATTACKED BY MOORS.

London, Received December 27.
The cruiser Roxburgh has returned to Gibraltar, and reports that all is quiet at the scene of the wreck, and that it is hoped to re-float the Ludgate.

London, Received December 29.

Last night the Moors made another attack on the Ludgate.
The Spanish cruiser Parayo immediately used searchlights and sent forty marines with quick-firing guns on board the Ludgate. The detachment "peppered" the Moors, who fled in panic to the mountains.

The warships are still standing by and salvage is proceeding.

Rubber Market.

London, Dec. 20.

The quotation for Para Rubber, Fine, Hard, Cured, December and January, is 3s. 0-1-2d. value. The tone of the rubber share market is dull.

MUTINY ON A JUNK.

Master's Wife and Son Murdered.

A foki on an Aberdeen fishing junk reports to the police that at about 4 p.m. on December 19 his junk and a sister junk were fishing on the coast of Pinghoi. The two junks came together for the purpose of hauling up the nets when other foks on his junk seized the arms of the junk and attacked the master, inflicting serious wounds on the head and arms. The mutineers put the other foks in the hold and battered them down, murdered the master's wife and son, aged 42 and 20 years respectively, and threw the bodies into the sea. They stole \$170 from the master's cabin and sailed the two junks to a place near Yeung Kong where they arrived at 1 a.m. on December 24, and went ashore in a dinghy. The imprisoned foks got free and managed to sail back to Hongkong.

Gin and Oysters at 100.

Celebrating his 100th birthday, Mr. Samuel Odart, of 20, Whittaker-road, Upton Park, was entertained by his friends at a musical evening and was presented with an easy chair. Mr. Odart, who was a silk weaver, and helped to weave the Coronation scarf for Queen Victoria, is in full possession of his faculties, except that he is a little deaf. At the gathering he laughed and chatted gaily with his laughter, who is seventy years old. He drank gin and water, smoked a cigarette, and had some oysters before leaving.

U. S. Officers Wounded.
A telegram received at Manila reports that as the result of a sharp engagement with a large band of Moro outlaws armed with several guns and rifles, Lieutenant Donald S. Root was seriously wounded in the abdomen. Captain Fletcher slightly in the right arm and Private Tango's right arm was shattered. Lieutenant Root and Private Tango are reported in a serious condition. The outlaws Randi and Daya were killed after a stubborn fight and three Krag rifles were captured from the band. The Constabulary and Scout detachment was patrolling the mountains 40 to 50 miles south-east of Lake Lanao on the Llanoc. Cotabato border for the purpose of cleaning up this region from outlaws and cattle thieves.

Standard Oil in Price War.
The standard Oil Company of Indiana and the Pierce Oil Corporation of Mississippi have opened a price-cutting war in the States, according to statements just published. The price of coal oil has been cut from 9 to 7 cents a gallon, and gasoline from 17½ to 14½ cents a gallon by the Standard. The reduction quoted is the second made by the company within five days.

SILIMPON COAL.
BUNKERS

can be supplied cheap rates

at
SANDAKAN & SEBATTIK
(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE

POST OFFICE.

New Year's Holidays.

On Thursday 1st January the Post Office will be open from 8 to 9 a.m. In the event of the arrival of the English Mail from Europe the Post Office will be open for one hour for the delivery thereof. There will be one delivery of ordinary correspondence and one collection of letters each on Saturdays.
There will be a delivery of registered correspondence during the morning of the 27th inst.
The Money Order Office will be entirely closed during the holidays.

1st of January being a holiday, mails per Empress of Russia will be closed at 5 p.m. on 31st December.

The Frans Ferdinand, with the Mails from London (via Siberia) of Wednesday, the 10th, and Friday, the 15th inst., is due to arrive here to-morrow.

The United States mails ex Nile have been transferred in Japan to the Eastern which is scheduled to arrive here on Wednesday, the 31st inst.
The Egypt, with the English Mail, left Singapore on Saturday, 28th inst., at 9 a.m. and is due to arrive here on Thursday, the 1st Jan., at 8 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route, on the 20th ult., and for despatch over-land on the 3rd ult.

MAILS VIA SIBERIA.

Left	Due
London Dec. 12	Shanghai Dec. 27
Dec. 13	Dec. 29

MAILS DUE.

French, Dumb, 30th inst.
Siberia, Franz Ferdinand, 30th inst.
American, Eastern, (ex Nile) 31st inst.
English, Egypt, 1st Jan.

MAILS CLOSE TO-MORROW.

Safegon, Straits, Ceylon, Adelaide, Western, Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the pillar boxes in time for the first clearance will be included in this contract mail.—Per POLYNESIAN, 30th Dec., 11.00 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco.—Per CHINA, 30th Jan., 11 a.m.

Swatow, Amoy and Foochow.—Per HAI-CHING, 30th Dec., 10 a.m.

Philippine Islands.—Per IZION, 30th inst., 10 a.m.

Shanghai and North China.—Per KONGSANG, 30th inst., 2 p.m.

Straits and India via Calcutta.—Per G. APCAR, 30th inst., 2 p.m.

Philippine Islands.—Per SUNGLANG, 30th Dec., 3 p.m.

Chinwanta.—Per ALBANA, 30th inst., 3 p.m.

Shanghai & North China.—Per SHAO-SHING, 30th inst., 3 p.m.

Shanghai, North China and Japan via Kobe (Europe via Siberia).—Per DUMBEA, 30th Dec., 3 p.m.

Shanghai and North China.—Per WING-SANG, 30th inst., 5 p.m.

Amoy.—Per GLENOGLE, 30th inst., 5 p.m.

WEDNESDAY, 31st Dec.

Pakhoi, Haiphong and Saigon.—KAI-FONG, 31st Dec., 9 a.m.

Haihow, Haiphong, Pakhoi and Saigon.—KAI-FONG, 31st inst., 9 a.m.

Swatow, Amoy & Foochow.—Per KAIJO MARU, 31st inst., 11 a.m.

Haiphong, Pakhoi and Saigon.—Per HANOL, 31st inst., 11 a.m.

Shanghai, North China, Japan via Kobe.—Per A. APCAR, 1st Jan., 3 p.m.

Shanghai, North China, Japan via Kobe (Europe via Siberia).—Per EGYPT, 1st Jan., 9 a.m.

Shanghai, & North China.—Per KANGSING, 1st Jan., 5 p.m.

FRIDAY, 2nd January

Swatow, Amoy, and Foochow.—Per HAIYANG, 2nd Dec., 10 a.m.

Tientsin, Wei Hai Wei, Chifu, Dally, and Chinwanta.—Per CHEONGSHING, 2nd Jan., 11 a.m.

SATURDAY, 3rd Jan.

Jessellton, Kudit and Sandakan.—Per BORNEO, 3rd Jan., 8 a.m.

SHIPPING NEW.

ARRIVED.

Chow Tai, Gen. a.s. 1,115, E. Gathemann, 28th inst.—Bangkok, 19th inst. Gen.—B. and S.

Hakata Maru, Jap. a.s. 3,870, H. Nomma, 28th inst.—Mol. 2nd inst. Gen.—M. Y. K.

Borneo, Ger. a.s. 1,344, Job. Koehle, 28th inst.—Sandakan, 19th inst. Gen.—M. and Co.

Nankin, Br. a.s. 5,585, O. Jones, 27th inst.—London, 15th inst. Gen.—P. & O. and Co.

Tijpanas, Dut. a.s. 2,444, A. Oldenburger, 27th inst.—Java, 15th inst. Gen.—J. O. J. L.

Tamsul, Br. a.s. 910, French, 27th inst.—Dally, 21st inst. Gen.—B. & S.

Kaijo Maru, Jap. a.s. 1,236, Y. Yamamoto, 27th inst.—Swatow, 24th inst. Gen.—O. S. K.

Halohing, Br. a.s. 1,287, W. C. Passmore, 28th inst.—Swatow, 27th inst. Gen.—D. L. & Co.

Kailong, Br. a.s. 687, V. Jones, 27th inst.—Haikow, 26th inst. Gen.—B. & S.

Kwangtsh, Chi. a.s. 1,550, Steward, 27th inst.—Shanghai, 24th inst. Gen.—Q. M. and Co.

Dunera, Br. a.s. 3,585, 27th inst.—Mol. 2nd inst. Gen.—D. S.

Hue, Br. a.s. 710, Cornhill, 29th inst.—Haiphong, 27th inst. Gen.—A. R. Martz.

Esang, Br. a.s. 1,127, Oario, 29th inst.—Tientsin, 22nd inst. Gen.—M. and Co.

Tjimanook, Dut. a.s. 4,971, A. la Rooy, 29th inst.—Java, 19th inst. Gen.—J. O. J. L.

F. Buolow, Ger. a.s. 4,999, F. Jaeger, 28th inst.—Shanghai, 25th inst. Gen.—H. A. L.

Manchuria, Am. a.s. 8,750, A. Dixon, 29th inst.—San Francisco, 27th ult. Gen.—P. M. Co.

Polynesien, Fr. a.s. 6,562, Lassince, 29th inst.—Shanghai, 26th inst. Gen.—M. M. Co.

DEPARTED.

December 29

Drufar for Bangkok
Jade for Haiphong
Dallin Maru for Tamsul
Koonching for Canton
Kingsley for Canton
Altmark for Hamburg
Taisho Maru for Canton
Phamphong for Saigon
Tatoutze for Phrang
Tamon Maru for Yokohama

Wosang for Shanghai
Frust Bulow for Hamburg
Luchow for Canton
Green for Marseilles
Shan for Port Courbet
Hakata Maru for Calcutta
Tatsun for Shanghai
Saint Patrick for New York
Buffalo for San Francisco
Ching Choy for Hongkong
Taio Maru for Hongkong
American for K. G. Wan
Nankin for Yokohama
Lyon for London
Sungklang for Manila

CLEARANCES AT THE HARBOUR OFFICE.

December 29,

Wosang for Shanghai
Frust Bulow for Hamburg
Luchow for Canton
Green for Marseilles
Shan for Port Courbet
Hakata Maru for Calcutta
Tatsun for Shanghai
Saint Patrick for New York
Buffalo for San Francisco
Ching Choy for Hongkong
Taio Maru for Hongkong
American for K. G. Wan
Nankin for Yokohama
Lyon for London
Sungklang for Manila

TIDE TABLE.

29th Dec., to 4th Jan. 1914.

Day	Month	High Water Mean Time	Low Water Mean Time	Day	Month	High Water Mean Time	Low Water Mean Time
Mon	29	9 11	4 45	Mon	51	9 7	4 7
Tues	30	9 45	4 27	Tues	52	9 1	4 1
Wed	31	9 34	4 25	Wed	53	9 47	4 6
Thurs	1	9 23	4 24	Thurs	54	10 0	4 1
Fri	2	9 11	4 23	Fri	55	9 47	4 1
Satur	3	9 53	4 4	Satur	56	10 11	4 13
Sun	4	9 10	4 46	Sun	57	10 14	4 14
	5	9 5	4 48		58	10 14	4 14
	6	9 53	4 50		59	10 10	4 13
	7	9 5	4 53		60	10 6	4 11